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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
AKRON, OH	
AKRON-CANTON RGNL	**ILS or LOC Rwy 19[1]** **ILS or LOC Rwy 23[2]** **RADAR[3]**

[1]NA when local weather not received.
[2]LOC, NA.
[3]NA when Akron-Canton approach control closed.

NAME	ALTERNATE MINIMUMS
ANDERSON, IN	
ANDERSON MUNI-DARLINGTON FIELD	**ILS or LOC Rwy 30[1]** **NDB Rwy 30** **RNAV (GPS) Rwy 30** **VOR-A**

NA when local weather not available.
[1]NA when control tower closed.

NAME	ALTERNATE MINIMUMS
ASHTABULA, OH	
ASHTABULA COUNTY	**RNAV (GPS) Rwy 8** **RNAV (GPS Rwy 26**

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
ATHENS, OH	
OHIO U SNYDER FIELD	**NDB Rwy 25**

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
BLOOMINGTON, IN	
MONROE COUNTY	**ILS or LOC/DME Rwy 35** **RNAV (GPS) Rwy 17** **RNAV (GPS) Rwy 35** **VOR/DME Rwy 6** **VOR/DME Rwy 24**

NA when local weather not available.

NAME	ALTERNATE MINIMUMS
CINCINNATI, OH	
CINCINNATI MUNI-LUNKEN FIELD	**ILS or LOC Rwy 21L** **LOC BC Rwy 3R** **NDB Rwy 21L** **NDB Rwy 25** **RNAV (GPS) Rwy 21L** **RNAV (GPS) Rwy 25**

[1]NA when control tower closed.
[2]Categories A,B, 1200-2; Categories C,D, 1200-3.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.
[5]Category B, 900-2, Category C, 900-2¼; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
CLEVELAND, OH	
BURKE-LAKEFRONT	**ILS Rwy 24** **NDB or GPS Rwy 24**

NA when control tower closed.
[1]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

NAME	ALTERNATE MINIMUMS
CUYAHOGA COUNTY	**ILS or LOC Rwy 24** **LOC/DME BC Rwy** **RNAV (GPS) Rwy** **RNAV (GPS) Rwy**

NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.

NAME	ALTERNATE MINIMUMS
COLUMBUS, IN	
COLUMBUS MUNI	**ILS Rwy 2** **RNAV (GPS) Rwy** **RNAV (GPS) Rwy 1** **RNAV (GPS) Rwy 2** **RNAV (GPS) Rwy 3**

[1]NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

COLUMBUS, OH

BOLTON FIELD ..... **ILS or LOC Rwy 4[1,2]**
NDB Rwy 4[1,2]
RNAV (GPS) Rwy 4[2]
[1]NA when control tower closed.
[2]NA when local weather not available.

OHIO STATE UNIVERSITY ..... **ILS or LOC Rwy 9R**
NDB Rwy 9R
NA when control tower closed.

PORT COLUMBUS INTL **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 10R[2,3]
ILS or LOC Rwy 28L[4]
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, 700-2. LOC, NA.
[3]NA when local weather not available.
[4]ILS, Categories A,B,C,D, 700-2.

RICKENBAKER INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 23L
NDB Rwy 5R
NDB Rwy 23L
RNAV (GPS) Rwy 5R
RNAV (GPS) Rwy 23L
NA when local weather not available.

DAYTON, OH

DAYTON-WRIGHT BROTHERS ..... **RNAV (GPS) Rwy 2**
RNAV (GPS) Rwy 20
NA when local weather not available.
Category D, 800-2¼.

DELAWARE, OH

DELAWARE MUNI ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

ELKHART, IN

ELKHART MUNI ..... **ILS or LOC Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
RNAV (GPS) Rwy 36[2]
VOR/DME Rwy 36[2]
VOR Rwy 9[2]
VOR Rwy 27[2]
[1]LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

EVANSVILLE, IN

EVANSVILLE RGNL ..... **ILS or LOC Rwy 4[1]**
ILS or LOC Rwy 22
NDB Rwy 22
NA when control tower closed.
[1]ILS, Categories A, B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.

FINDLAY, OH

FINDLAY ..... **RNAV (GPS) Rwy 18**
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 36
VOR Rwy 7
NA when local weather not available.

FORT WAYNE, IN

FORT WAYNE INTL ..... **ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 32[1]
LOC BC Rwy 14[1]
RADAR-1[1]
RNAV (GPS) Rwy 5[1,3]
RNAV (GPS) Rwy 23[1,3]
VOR or TACAN Rwy 5[1]
VOR or TACAN Rwy 14[1]
VOR or TACAN Rwy 23[4]
[1]Category E, 800-2½.
[2]Category E, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼, Category E, 2½.

SMITH FIELD ..... **VOR Rwy 13**
NA when local weather not available.

GARY, IN

GARY/CHICAGO INTL .... **NDB or GPS Rwy 30**
NA when control tower closed.

GOSHEN, IN

GOSHEN MUNI ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27
NA when local weather not available.

GRIFFITH, IN

GRIFFITH-MERRILLVILLE ..... **VOR Rwy 8**
NA except for operators with approved weather reporting service.

HAMILTON, OH

BUTLER COUNTY RGNL **ILS or LOC Rwy 29[1]**
RNAV (GPS) Rwy 11[2]
RNAV (GPS) Rwy 29[2]
NA when local weather not available.
[1]ILS,LOC,Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

HUNTINGBURG, IN

HUNTINGBURG ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27

NA when local weather not available.

INDIANAPOLIS, IN

EAGLE CREEK
AIRPARK ..... **RNAV (GPS) Rwy 21**
VOR-A

NA when local weather not available.

INDIANAPOLIS INTL ..... **ILS or LOC Rwy 5L**
ILS or LOC Rwy 5R
ILS or LOC Rwy 14
ILS or LOC Rwy 23L
ILS or LOC Rwy 23R
ILS or LOC Rwy 32

ILS, Categories A,B,C,D, 700-2.

JEFFERSONVILLE, IN

CLARK RGNL ..... **VOR or GPS Rwy 18**

NA except for operators with approved weather reporing service.

KNOX, IN

STARKE COUNTY ..... **RNAV (GPS) Rwy 18**
VOR Rwy 18[1]

NA when local weather not available.
[1]Category D, 800-2¼.

KOKOMO, IN

KOKOMO MUNI ..... **VOR or GPS Rwy 23**
VOR or GPS Rwy 32
VOR/DME RNAV or GPS Rwy 5

NA except standard for operators with approved weather reporting service.

LAFAYETTE, IN

PURDUE UNIVERSITY ..... **ILS Rwy 10[12]**
RNAV (GPS) Rwy 10[34]
RNAV (GPS) Rwy 28[34]
VOR-A[15]

[1]NA when control tower closed.
[2]ILS, Category D, 800-2¼. LOC, NA.
[3]Category D, 800-2¼.
[4]NA when local weather not available.
[5]Category D, 800-2¼.

LANCASTER, OH

FAIRFIELD COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

LIMA, OH

LIMA ALLEN COUNTY ..... **RNAV (GPS) Rwy 27**
VOR Rwy 27

NA when local weather not available.

NAME ALTERNATE MINIMUMS

LOGANSPORT, IN

CASS COUNTY ..... **VOR/DME RNAV Rwy 27**
VOR-A

NA except standard for operators with approved weather reporting service.

LORAIN/ELYRIA, OH

LORAIN
COUNTY RGNL ..... **RNAV (GPS) Rwy 7**
VOR-A

NA when local weather not available.

MANSFIELD, OH

MANSFIELD
LAHM RGNL ..... **ILS or LOC Rwy 32[1]**
NDB Rwy 32[1]
RADAR-1[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

MARION, OH

MARION MUNI ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 25
VOR-A

NA when local weather not available.

MOUNT VERNON, OH

KNOX COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28

NA when local weather not available.

MUNCIE, IN

DELAWARE COUNTY-JOHNSON
FIELD ..... **ILS Rwy 32[1]**
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
VOR Rwy 14[2]
VOR or GPS Rwy 20[3]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed, except for operators with approved weather reporting service.

NEWARK, OH

NEWARK-HEATH ..... **LOC Rwy 9[1]**
VOR-A[2]

[1]Category D, 800-2¼.
[2]Categories A, B, 1000-2; Categories C, D, 1000-3.

NAME ALTERNATE MINIMUMS

SHELBYVILLE, IN

SHELBYVILLE MUNI ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2¼.

SOUTH BEND, IN

SOUTH BEND RGNL ..... **ILS or LOC Rwy 9R[1]**
ILS or LOC Rwy 27L[1]
RNAV (GPS) Rwy 36[2]
VOR Rwy 18[1]
[1]NA when control tower closed.
[2]NA when local weather not available.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY
MUNI ..... **ILS or LOC Rwy 24[12]**
RNAV (GPS) Rwy 6[3]
RNAV (GPS) Rwy 24[3]
VOR Rwy 6[3]
[1]NA when control tower closed.
[2]ILS, LOC, Category E, 900-3.
[3]NA when local weather not available.

TERRE HAUTE, IN

TERRE HAUTE INTL-
HULMAN FIELD ..... **LOC BC Rwy 23[1]**
RADAR-1[12]
RNAV (GPS) Rwy 5[3]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Rwy 23[3]
RNAV (GPS) Rwy 32[3]
[1]Category E, 800-2¼.
[2]NA when control tower closed.
[3]NA when local weather not available.

TOLEDO, OH

METCALF FIELD ..... **VOR Rwy 4**
Category C, 800-2¼; Category D, 800-2½.

TOLEDO EXPRESS ..... **ILS or LOC Rwy 7[1]**
ILS or LOC Rwy 25[23]
RADAR-1[4]
RNAV (GPS) Rwy 7[24]
RNAV (GPS) Rwy 25[4]
[1]ILS, Category E, 800-2½.
[2]NA when local weather not available.
[3]ILS,LOC,Category E, 800-2½.
[4]Category E, 800-2½.

VALPARAISO, IN

PORTER COUNTY MUNI ..... **ILS Rwy 27[1]**
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 18[2]
RNAV (GPS) Rwy 27[2]
[1]LOC, NA.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

VAN WERT, OH

VAN WERT COUNTY ..... **NDB Rwy 9**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

WARSAW, IN

WARSAW MUNI ..... **VOR or GPS Rwy 9**
VOR or GPS Rwy 27
NA except standard for operators with approved weather reporting service.

WILMINGTON, OH

AIRBORNE AIRPARK ..... **ILS Rwy 4L[13]**
ILS or LOC Rwy 4R[12]
ILS Rwy 22L[12]
RNAV (GPS) Rwy 22R[4]
VOR or GPS Rwy 4L[3]
VOR/DME Rwy 22R[45]
VOR Rwy 22R[3]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed except for operators with approved weather reporting service.
[3]NA except standard for operators with approved weather reporting service.
[4]NA when local weather not available.
[5]NA when control tower closed.

WOOSTER, OH

WAYNE COUNTY ..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
VOR Rwy 10[1]
NA when local weather not available.
[1]Category D, 800-2¼.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN
RGNL **RADAR-1**
NA when Youngstown approach control closed.

ZANESVILLE, OH

ZANESVILLE MUNI ..... **VOR or GPS Rwy 4[1]**
VOR or GPS Rwy 22[2]
[1]Category D, 800-2¼.
[2]Categories A,B, 900-2; Categories C,D, 900-3.

AKRON, OH

Amdt. 23, July 5, 2007 (FAA) ELEV **1228**

AKRON-CANTON RGNL

RADAR - 125.5 371.875 (EAST) 118.6 323.0 (WEST) ▼ A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1	ABC	**1580**/24	371	(400-½)	D	**1580**/50	371	(400-1)
	5	ABC	**1580**-1	378	(400-1)	D	**1580**-1¼	378	(400-1¼)
	19	ABC	**1580**/24	362	(400-½)	D	**1580**/50	362	(400-1)
	23	ABC	**1620**/24	392	(400-½)	D	**1620**/50	392	(400-1)
CIRCLING		A	**1660**-1	432	(500-1)	B	**1680**-1	452	(500-1)
		C	**1680**-1½	452	(500-1½)	D	**1780**-2	552	(600-2)

Procedure NA when Akron-Canton approach control closed. For inoperative MALSR, increase S-1 CAT D visibility to RVR 6000, S-19 CAT D visibility to RVR to 6000, and S-23 CAT D visibility to RVR 6000.

DAYTON, OH

Amdt. 9, OCT 22, 2009 (FAA) ELEV **1010**

JAMES M. COX DAYTON INTL

RADAR - 118.425 126.5 134.45 294.5 352.05 ▼

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	6L	ABC	**1380**/24	382	(400-½)	D	**1380**/50	382	(400-1)
	36	AB	**1420**-1	411	(500-1)	CD	**1420**-1¼	411	(500-1¼)
CIRCLING		AB	**1480**-1	471	(500-1)	C	**1480**-1½	471	(500-1½)
		D	**1560**-2	551	(600-2)				

For inoperative ALSF-2 increase S-6L Category D visibility to RVR 6000.

EVANSVILLE, IN

Amdt. 6, MAY 7, 2009 (FAA) ELEV **418**

EVANSVILLE RGNL

RADAR-1 - 126.4 226.4 ▼

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	22	AB	**880**/24	462	(500-½)	C	**880**/40	462	(500-¾)
		D	**880**/50	462	(500-1)				
	4	AB	**880**-1	495	(500-1)	C	**880**-1¼	495	(500-1¼)
		D	**880**-1½	495	(500-1½)				
	36	AB	**880**-1	497	(500-1)	C	**880**-1¼	497	(500-1¼)
		D	**880**-1½	497	(500-1½)				
	18	AB	**880**-1	484	(500-1)	C	**880**-1¼	484	(500-1¼)
		D	**880**-1½	484	(500-1½)				
CIRCLING		A	**940**-1	522	(600-1)	B	**960**-1	542	(600-1)
		C	**960**-1½	542	(600-1½)	D	**980**-2	562	(600-2)

When control tower closed, procedure NA. Visibility reduction by helicopters NA.

FORT WAYNE, IN

Amdt. 25, JUL 2, 2009 (FAA) ELEV **814**

FORT WAYNE INTL

RADAR - 127.2 284.6

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	AB	**1300**/24	486	(500-½)	C	**1300**/40	486	(500-¾)
		D	**1300**/50	486	(500-1)	E	**1300**/60	486	(500-1¼)
	14	AB	**1300**-1	498	(500-1)	C	**1300**-1¼	498	(500-1¼)
		D	**1300**-1½	498	(500-1½)	E	**1300**-1¾	498	(500-1¾)
	23	AB	**1300**-1	501	(600-1)	CD	**1300**-1½	501	(600-1½)
		E	**1300**-1¾	501	(600-1¾)				
	32	AB	**1260**/24	460	(500-½)	C	**1260**/40	460	(500-¾)
		DE	**1260**/50	460	(500-1)				
CIRCLING		AB	**1300**-1	486	(500-1)	C	**1300**-1½	486	(500-1½)
		D	**1380**-2	566	(600-2)	E	**1520**-2½	706	(800-2½)

Rwy 5, for inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
Rwy 32, for inoperative MALSR, increase S-32 Cat E visibility ½ mile.
LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

GRISSOM ARB (KGUS), IN (Peru) (06159 USAF)

ELEV **812**

RADAR - Ctc APP CON - **(E)** 121.05 318.2 379.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[1]	5[2]		AB	**1180**/24	368	(400-½)
			CDE	**1180**/40	368	(400-¾)
	23[3]		AB	**1260**/24	460	(500-½)
			C	**1260**/40	460	(500-¾)
			DE	**1260**/50	460	(500-1)
CIR	All Rwy		AB	**1340**-1	528	(600-1)
			C	**1340**-1½	528	(600-1½)
			D	**1380**-2	568	(600-2)
			E	**1440**-2	628	(700-2)

[1]No-NOTAM preventive maint sked: ASR 1200-1400Z++ Mon. ASR apch svc avbl 1200-0400Z ++dly, (contingent upon manpower and eqpt availability). [2]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [3]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

MANSFIELD, OH

Amdt. 4A, MAY 7, 2009 (FAA) ELEV **1297**

MANSFIELD LAHM RGNL

RADAR - 124.2 390.8 A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**1700**-1	405	(500-1)	CD	**1700**-1¼	405	(500-1¼)
	5	AB	**1740**-1	443	(500-1)	C	**1740**-1¼	443	(500-1¼)
		D	**1740**-1½	443	(500-1½)				
CIRCLING		AB	**1760**-1	463	(500-1)	C	**1760**-1½	463	(500-1½)
		D	**1880**-2	583	(600-2)				

When control tower closed, ASR NA.

TERRE HAUTE, IN

Amdt. 4, MAR 22, 2001 (FAA) ELEV **589**

TERRE HAUTE INTL-HULMAN FIELD

RADAR - 125.45 339.8 A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5	ABC	**920**/24	347	(400-½)	DE	**920**/50	347	(400-1)
	32	ABCD	**920**-1	331	(400-1)	E	**920**-1¼	331	(400-1¼)
	23	ABC	**940**-1	357	(400-1)	DE	**940**-1¼	357	(400-1¼)
CIRCLING		A	**1020**-1	431	(500-1)	B	**1040**-1	451	(500-1)
		C	**1040**-1½	451	(500-1½)	D	**1140**-2	551	(600-2)
		E	**1240**-2¼	651	(700-2¼)				

For inoperative MALSR, increase S-5 Category D and E visibility to RVR 6000.
Circling not authorized NW of Rwys 5/23 for Category E aircraft.
When control tower closed, procedure NA.

TOLEDO, OH

Amdt. 19, AUG 18, 1994 (FAA) ELEV **684**

TOLEDO EXPRESS

RADAR - 134.35 317.55 V A

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25	ABC	**1040**-½	362	(400-½)	DE	**1040**-1	362	(400-1)
	34	ABC	**1040**-1	372	(400-1)	DE	**1040**-1¼	372	(400-1¼)
	16	ABC	**1060**-1	386	(400-1)	DE	**1060**-1¼	386	(400-1¼)
	7	ABC	**1080**/24	397	(400-½)	DE	**1080**/50	397	(400-1)
CIRCLING		AB	**1180**-1	496	(500-1)	C	**1180**-1½	496	(500-1½)
		D	**1240**-2	556	(600-2)	E	**1360**-2½	676	(700-2½)

Category D S-7 visibility increased to RVR 6000 for inoperative ALSF-2.
Category D S-25 visibility increased to 1¼ miles for inoperative MALSR.

YOUNGSTOWN-WARREN, OH Amdt. 13, OCT 8, 1998 (FAA) ELEV **1196**

YOUNGSTOWN-WARREN RGNL

RADAR - 133.95 322.3

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5		ABC	**1520**-1	356	(400-1)	D	**1520**-1¼	356	(400-1¼)
	14		ABC	**1520**-½	386	(400-½)	D	**1520**-1	386	(400-1)
	23		ABC	**1580**-1	388	(400-1)	D	**1580**-1¼	388	(400-1¼)
	32		ABC	**1580**/24	395	(400-½)	D	**1580**/50	395	(400-1)
CIRCLING			A	**1640**-1	444	(500-1)	B	**1660**-1	464	(500-1)
			C	**1660**-1½	464	(500-1½)	D	**1760**-2	564	(600-2)

Category D S-14 visibility increased ¼ mile for inoperative MALSR.
Category D S-32 visibility increased ¼ mile for inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AKRON, OH

AKRON-CANTON RGNL (CAK)
AMDT 5 86352 (FAA)
DEPARTURE PROCEDURE: All aircraft climb straight ahead to 1700 before proceeding on course.

AKRON FULTON INTL (AKR)
TAKE-OFF MINIMUMS: **Rwys 1, 7, 19, 25,** 300-1.
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 2100 before turning West. **Rwy 25,** climb runway heading to 2100 before turning north.

ANDERSON, IN

ANDERSON MUNI-DARLINGTON FIELD (AID)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** 300-1.

ASHLAND, OH

ASHLAND COUNTY (3G4)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.

NAME TAKE-OFF MINIMUMS

ASHTABULA, OH

ASHTABULA COUNTY (HZY)
ORIG 09183 (FAA)
NOTE: **Rwy 8,** trees beginning 779' from DER, 34' left of centerline, up to 91' AGL/1020' MSL. Trees beginning 27' from DER, 17' right of centerline, up to 91' AGL/1007' MSL. **Rwy 26,** trees beginning 1219' from DER, 183' left of centerline, up to 99' AGL/1008' MSL. Trees beginning 1465' from DER, 406' right of centerline, up to 83' AGL/992' MSL.

AUBURN, IN

DE KALB COUNTY(GWB)
AMDT 1 06271 (FAA)
NOTE: **Rwy 9,** multiple trees beginning 428' from departure end of runway, 227' right of centerline, up to 100' AG/979' MSL. **Rwy 27,** multiple trees beginning 83' from departure end of runway, 207' left of centerline, up to 100' AGL/939' MSL. Multiple tree beginning 1377' from departure end of runway, 316' right of centerline, up to 100' AGL/930' MSL.

BARNESVILLE, OH

BARNESVILLE-BRADFIELD (6G5)
ORIG 85297 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BEACH CITY, OH

BEACH CITY (2D7)
ORIG 82245 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

BELLEFONTAINE, OH
BELLEFONTAINE RGNL (EDJ)
ORIG 03079 (FAA)
DEPARTURE PROCEDURE: **Rwy 7,** climb to 2100 via heading 074° before proceeding on course.

BLOOMINGTON, IN
MONROE COUNTY (BMG)
AMDT 5 02052 (FAA)
NOTE: **Rwy 6,** trees 2185' from departure end of runway, 755' left of centerline, 81' AGL/967' MSL. **Rwy 24,** trees 2325' from departure end of runway, 830' right of centerline, 87' AGL/1019' MSL. **Rwy 17,** trees 854' from departure end of runway, 595' left of centerline, 67' AGL/862' MSL. **Rwy 35,** trees 2376' from departure end of runway, 905' left of centerline, 85' AGL/932' MSL.

BLUFFTON, OH
BLUFFTON (5G7)
AMDT 1 09183 (FAA)
NOTE: **Rwy 5,** trees beginning 975' from DER, 572' left of centerline, up to 100' AGL/949' MSL.

BOWLING GREEN, OH
WOOD COUNTY (1G0)
AMDT 3 07074 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.
NOTE: **Rwy 18,** building/tower 3581' from departure end of runway, 254' right of centerline, 141' AGL/841' MSL.

BRAZIL, IN
BRAZIL CLAY COUNTY (0I2)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

BUCYRUS, OH
PORT BUCYRUS-CRAWFORD COUNTY (17G)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 9, 22, 27,** 300-1.

CADIZ, OH
HARRISON COUNTY (8G6)
AMDT 2 99252 (FAA)
TAKE-OFF MINIMUMS: **Rwy 13,31,** 300-1.

CALDWELL, OH
NOBLE COUNTY (I10)
AMDT 1 97146 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5, 23,** 400-1.
DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1500 before turning.

CAMBRIDGE, OH
CAMBRIDGE MUNI (CDI)
AMDT 2 96144 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 500-1 or std. with a min. climb of 350' per NM to 1500.

CARROLLTON, OH
CARROLL COUNTY-TOLSON (TSO)
AMDT 4 99140 (FAA)
TAKE-OFF MINIMUMS: **Rwy 7, 25,** 300-1.
NOTE: **Rwy 7,** 100' AGL trees 1800' from departure end of runway, 400' left of centerline. **Rwy 25,** 100' AGL trees 200' from departure end of runway, 400' left of centerline.

CELINA, OH
LAKEFIELD (CQA)
AMDT 1 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwy 8,** 300-1.

CHILLICOTHE, OH
ROSS COUNTY (RZT)
AMDT 3 96116 (FAA)
TAKE-OFF MINIMUMS: **Rwy 23,** 400-1 or std. with min. climb of 340' per NM to 1300. **Rwy 30,** 300-1 or std. with a min. climb of 460' per NM to 1100.
DEPARTURE PROCEDURE: **Rwy 5,** climb runway heading to 1500 before turning right. **Rwy 12,** climb runway heading to 2000 before turning right. **Rwy 23,** climb runway heading to 1500 before turning left.

CINCINNATI, OH
CINCINNATI MUNI AIRPORT-LUNKEN FIELD (LUK)
AMDT 13 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3L,** std. w/ min. climb of 392' per NM to 1000 or 400-2 w/ min. climb of 213' per NM to 1400 or 1700-2 ½ for climb in visual conditions. **Rwy 3R,** std. w/ min. climb of 355' per NM to 1000 or 400-2 w/ min. climb of 231' per NM to 1400 or 1700-2 ½ for climb in visual conditions. **Rwy 7,** std. w/ min. climb of 424' per NM to 1000 or 400-1¾ with min. climb of 205 ft per NM to 1300 or 1700-2½ for climb in visual conditions. **Rwy 21R,** std. w/ min. climb of 467' per NM to 1100 or 600-3 w/ min. climb of 223' per NM to 1300 or 1700-2 ½ for climb in visual conditions. **Rwy 21L,** std. w/ min. climb of 403' per NM to 1100 or 600-2¾ with minimum climb of 228' per NM to 1400 or 1700-2½ for climb in visual conditions. **Rwy 25,** 600-2¾ w/ min. climb of 219' per NM to 1300 or 1700-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 3L,** climb heading 027° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 3R,** climb heading 025° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 7,** climb heading 066° to 1200 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21R,** climb heading 207° to 1500 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 21L,** climb heading 205° to 1400 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course. **Rwy 25,** climb heading 246° to 1900 before proceeding on course. For climb in visual conditions: cross Cincinnati Muni airport-Lunken Field at or above 2000 MSL before proceeding on course.

CINCINNATI MUNI AIRPORT-LUNKEN FIELD (CON'T)

NOTE: **Rwy 3L,** building and hangers beginning 306' from departure end of runway, 258' left of centerline, up to 41' AGL/521' MSL. Multiple trees beginning 958' from departure end of runway, 144' right of centerline, up to 67' AGL/556' MSL. Trees 1.3 NM from departure end of runway, 2271' left of centerline, 97' AGL/866' MSL. Pole 1.6 NM from departure end of runway, 334' left of centerline, 68' AGL/797' MSL. **Rwy 3R,** multiple trees beginning 1426' from departure end of runway, 196' left of centerline, up to 68' AGL/557' MSL. Multiple trees beginning 840' from departure end of runway, 130' right of centerline, up to 83' AGL/572' MSL. Trees 1.4 NM from departure end of runway, 2393' left of centerline, 97' AGL/856' MSL. Pole 1.6 NM from departure end of runway, 2062' left of centerline, 68' AGL/797' MSL. **Rwy 7,** multiple trees beginning 447' from departure end of runway, 68' left of centerline, up to 87' AGL/576' MSL. Multiple trees beginning 664' from departure end of runway, 45' left of centerline, up to 86' AGL/575' MSL. Trees 4515' from departure end of runway, 1519' right of centerline, 81' AGL/720' MSL. Trees 1.4 NM from departure end of runway, 2088' right of centerline, 95' AGL/824' MSL. **Rwy 21R,** multiple trees beginning 1444' from departure end of runway, 204' left of centerline, up to 66' AGL/555' MSL. Multiple trees beginning 1072' from departure end of runway, 25' right of centerline, up to 79' AGL/568' MSL. Trees 1.1 NM from departure end of runway, 2261' right of centerline, 86' AGL/895' MSL. Tower 2.3 NM from departure end of runway, 527' left of centerline, 168' AGL/990' MSL. Tower 2.4 NM from departure end of runway, 694' right of centerline, 106' AGL/943' MSL. **Rwy 21L,** multiple trees beginning 122' from departure end of runway, 104' left of centerline, up to 85' AGL/574' MSL. Multiple trees beginning 422' from departure end of runway, 313' right of centerline, up to 82' AGL/571' MSL. Trees 4521' from departure end of runway, 1659' left of centerline, 117' AGL/716' MSL. Tower 2.0 NM from departure end of runway, 2027' right of centerline, 168' AGL/990' MSL. Pole 2.2 NM from departure end of runway, 281' right of centerline, 78' AGL/841' MSL. **Rwy 25,** sign, pole, multiple hangars and trees beginning 177' from departure end of runway, 13' left of centerline, up to 86' AGL/575' MSL. Road, building, multiple poles and trees beginning 185' from departure end of runway, 5' right of centerline, up to 73' AGL/562' MSL. Trees 4537 from departure end of runway, 837' right of centerline, 82' AGL/831' MSL. Tank 1.4 NM from departure end of runway, 1755' right of centerline, 210' AGL/1046' MSL. Antenna on building 2.3 NM from departure end of runway, 2552' left of centerline, 116' AGL/915' MSL.

CLEVELAND, OH

BURKE-LAKEFRONT (BKL)
AMDT 4A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 6L,** 400-2 or std. w/ a min. climb of 400' per NM to 1800. **Rwy 6R,** 400-2 or std. w/ a min. climb of 360' per NM to 1800. **Rwy 24L,** 300-1½ or std. w/ a min. climb of 527' per NM to 1900. **Rwy 24R,** 200-1 or std. w/ a min. climb of 527' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 6L/6R,** climb via heading 065° to 1800 before proceeding on course. **Rwys 24L/24R,** climbing right turn via CXR VOR/DME R-272 to 1900 before proceeding on course.

NOTE: **Rwy 6L,** obstruction light on hangar 1127' from DER, 780' right of centerline, 47' AGL/622' MSL. Tower 5589' from DER, 1760' right of centerline, 237' AGL/857' MSL. Stacks 1.6 NM from DER, 883' right of centerline, 312' AGL/898' MSL. **Rwy 6R,** obstruction light on WSK 166' from DER, 241' left of centerline, 21' AGL/590' MSL. Stacks 1.8 NM from DER, 381' right of centerline, 312' AGL/898' MSL. Tower 5676' from DER, 1999' right of centerline, 108' AGL/734' MSL. Tower 1.1 NM from DER, 1258' right of centerline, 237' AGL/857' MSL. **Rwy 24L,** monument 1257' from DER, 10' left of centerline, 55' AGL/630' MSL. Bridge 1.1 NM from DER, 2006' left of centerline, 208' AGL/792' MSL. Antenna 227' from DER, 505' left of centerline, 37' AGL/608' MSL. Antenna on building 1529' from DER, 2340' left of centerline, 483' AGL/1126' MSL. Building 2805' from DER, 3340' left of centerline, 949' AGL/1603' MSL. **Rwy 24R,** crane 2228' from DER, 296' left of centerline, 136' AGL/707' MSL. Antenna 2783' from DER, 1155' left of centerline, 186' AGL/764' MSL. Multiple buildings 2787' from DER, 3873' left of centerline, up to 949' AGL/1603' MSL. Antenna on building 1529' from DER, 2839' left of centerline, 483' AGL/1126' MSL.

CLEVELAND-HOPKINS INTL (CLE)
AMDT 15 08325 (FAA)

DEPARTURE PROCEDURE: **Rwys 6L,6R, 10,** climbing left turn to intercept DJB VOR/DME R-082 to 2600 before proceeding on course.

NOTE: **Rwy 10,** multiple signs beginning 1237' from departure end of runway, 717' left of centerline, up to 68' AGL/857' MSL, light pole 1746' from departure end of runway, 786' right of centerline, 53' AGL/842' MSL, tower 4157' from departure end of runway, 1456' right of centerline, 137' AGL/922' MSL. **Rwy 24L,** multiple trees and poles beginning 1903' from departure end of runway, 5' left of centerline, up to 89' AGL/849' MSL. **Rwy 24R,** tower 2565' from departure end of runway, 1028' right of centerline, 191' AGL/870' MSL, multiple trees 3653' from departure end of runway, 857' left of centerline, up to 103' AGL/870' MSL. **Rwy 28,** vehicle on road 304' from departure end of runway, 3' left of centerline, 14' AGL/773' MSL. Antenna on building 308' from departure end of runway, 240' left of centerline, 13' AGL/775' MSL. Multiple trees beginning at 1046' from departure end of runway, 105' left of centerline, up to 60' AGL/819' MSL. Tower 2640' from departure end of runway, 946' right of centerline, 80' AGL/840' MSL.

CLEVELAND, OH (CON'T)

CUYAHOGA COUNTY (CGF)
ORIG 06159 (FAA)

NOTE: **Rwy 6,** trees beginning 2127' from departure end of runway, 975' right of centerline, up to 109' AGL/982' MSL. Tree 2595' from departure end of runway, 740' left of centerline, 93' AGL/947' MSL. **Rwy 24,** multiple trees beginning 755' from departure end of runway, 658' right of centerline, up to 100' AGL/948' MSL. Multiple trees beginning 1833' from departure end of runway, 681' left of centerline, up to 100' AGL/974' MSL.

COLUMBUS, IN

COLUMBUS MUNI (BAK)
ORIG 08269 (FAA)

NOTE: **Rwy 14,** tree 1589' from departure end of runway, 306' right of centerline, 40' AGL/696' MSL.

COLUMBUS, OH

BOLTON FIELD (TZR)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 037° to 1800 before turning east.

NOTE: **Rwy 4,** tree 1091' from departure end of runway, 770' left of centerline, 53' AGL/959' MSL. Tree 487' from departure end of runway, 356' right of centerline, 23' AGL/929' MSL. Tree 1317' from departure end of runway, 452' right of centerline, 42' AGL/948' MSL. Tree 1307' from departure end of runway, 50' left of centerline, 36' AGL/942' MSL. Tree 1927' from departure end of runway, 135' right of centerline, 49' AGL/955' MSL. **Rwy 22,** tree 1273' from departure end of runway, 720' right of centerline, 40' AGL/945' MSL. Tree 712' from departure end of runway, 662' right of centerline, 25' AGL/927' MSL. Tree 1411' from departure end of runway, 658' right of centerline 33' AGL/939' MSL.

PORT COLUMBUS INTL (CMH)
AMDT 6 07130 (FAA)

DEPARTURE PROCEDURE: **Rwys 28L, 28R,** climb heading 279° to 2700 before turning left.

NOTE: **Rwy 10L,** tree 1950' from departure end of runway, 908' left of centerline, 53' AGL/862' MSL. Tree 1883' from departure end of runway, 914' right of centerline, 57' AGL/866' MSL. **Rwy 10R,** trees 1870' from departure end of runway, 927' right of centerline, 86' AGL/877' MSL. **Rwy 28L,** multiple trees beginning 1398' from departure end of runway, 785' left of centerline, up to 51' AGL/870' MSL. Multiple trees beginning 2109' from departure end of runway, 1020' right of centerline, up to 75' AGL/884' MSL. **Rwy 28R,** multiple poles and trees beginning 1743' from departure end of runway, 625' right of centerline, up to 59' AGL/878' MSL.

CONNERSVILLE, IN

METTEL FIELD (CEV)
AMDT 2 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-VFR use only.

DEPARTURE PROCEDURE: **Rwy 18,** climb via heading 185° to 1500 before proceeding on course.

NOTE: **Rwy 18,** railroad 311' from departure end of runway, 580' left of centerline, 23' AGL/882' MSL. Multiple trees beginning 2280' from departure end of runway, 100' left of centerline, up to 113' AGL/974' MSL. **Rwy 36,** road 120' from departure end of runway, 301' right of centerline, 15' AGL/884' MSL. Railroad 649' from departure end of runway, 578' right of centerline, 23' AGL/892' MSL. Multiple trees beginning 3400' from departure end of runway, on centerline, up to 92' AGL/959' MSL.

COSHOCTON, OH

RICHARD DOWNING (I40)
AMDT 1 80164 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

DAYTON, OH

DAYTON-WRIGHT BROTHERS (MGY)
AMDT 3 06271 (FAA)

NOTE: **Rwy 2,** multiple trees and road beginning 440' from departure end of runway, 257' left of centerline, up to 100' AGL/1053' MSL. Multiple trees beginning 672' from departure end of runway, 17' right of centerline, up to 100' AGL/1017' MSL. **Rwy 20,** multiple trees beginning 189' from departure end of runway, 494' left of centerline, up to 100' AGL/1009' MSL. Multiple poles and trees beginning 323' from departure end of runway, 364' right of centerline, up t o100' AGL/1026' MSL.

GREENE COUNTY-LEWIS A. JACKSON RGNL (I19)
AMDT 1 07074 (FAA)

NOTE: **Rwy 25,** multiple trees and tower beginning 469' from departure end of runway, 499' left of centerline, up to 96' AGL/998' MSL. Multiple trees and towers beginning 839' from departure end of runway, 460' right of centerline, up to 75' AGL/1005' MSL. **Rwy 7,** tree 1449' from departure end of runway, 592' right of centerline, 51' AGL/988' MSL.

JAMES M. COX DAYTON INTL (DAY)
AMDT 2 05020 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 250' per NM to 1300'.

NOTES: **Rwy 18,** multiple tanks 4224' from departure end of runway, 1417' left of centerline, 173' AGL/1163' MSL.

DELAWARE, OH

DELAWARE MUNI (DLZ)

ORIG 07298 (FAA)

NOTE: **Rwy 10,** railroad 202' from departure end of runway, 549' left of centerline, 23' AGL/972' MSL. Poles 561' from departure end of runway, 558' right of centerline, up to 60' AGL/1004' MSL. Trees 1180' from departure end of runway, 686' left of centerline, up to 83' AGL/1027' MSL. Tree 1288' from departure end of runway, 733' right of centerline, 61' AGL/1005' MSL. **Rwy 28,** rising terrain beginning 35' from departure end of runway, 189' left of centerline, 950' MSL. Poles 992' from departure end of runway, 599' left of centerline, up to 61' AGL/1005' MSL. Pole 1126' from departure end of runway, 694' right of centerline, 44' AGL/988' MSL. Tree 1233' from departure end of runway, 742' right of centerline, 46' AGL/990' MSL.

EAST LIVERPOOL, OH

COLUMBIANA COUNTY (02G)

AMDT 2 86296 (FAA)

TAKE-OFF MINIMUMS: **Rwys 7, 25,** 400-1.

ELYRIA, OH

ELYRIA (1G1)

NOTE: **Rwy 9,** road 1198' from departure end of runway, 275' left of centerline, 15' AGL/774' MSL. Tree 2077' from departure end of runway, 778' right of centerline, 100' AGL/859' MSL. **Rwy 27,** tree 68' from departure end of runway, 237' left of centerline, 100' AGL/859' MSL. Tree 527' from departure end of runway, 454' right of centerline, 100' AGL/854' MSL.

EVANSVILLE, IN

EVANSVILLE RGNL (EVV)

AMDT 8 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1. **Rwy 27,** 300-1¾ or std. w/ a min. climb of 402' per NM to 800. **Rwy 36,** 300-1¾.

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 203° to 1300 before turning right.

NOTE: **Rwy 4,** multiple trees beginning 1259' from DER, 693' left of centerline, up to 100' AGL/539' MSL. **Rwy 9,** water tank, levee, and multiple trees beginning 268' from DER, 13' right of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 2233' from DER, 375' left of centerline, up to 67' AGL/516' MSL. **Rwy 18,** multiple buildings and vehicles on road beginning 265' from DER, 137' right of centerline, up to 62' AGL/447' MSL. Trees, lightpole, railroad, and vehicles on road beginning 268' from DER, 10' left of centerline, up to 100' AGL/489' MSL. **Rwy 22,** building vent, sign, poles, and vehicles on road beginning 167' from DER, 85' right of centerline, up to 36' AGL/421' MSL. Multiple trees beginning 2753' from DER, 337' right of centerline, up to 100' AGL/519' MSL. Buildings, trees, and light poles beginning 1128' from DER, 99' left of centerline, up to 125' AGL/495' MSL. **Rwy 27,** multiple trees, pole, and sign beginning 385' from DER, 87' right of centerline, up to 100' AGL/489' MSL. Poles, railroad, and vehicles on road beginning 418' from DER, 3' left of centerline, up to 43' AGL/422' MSL. Multiple trees and towers beginning 861' from DER, 151' left of centerline, up to 181' AGL/649' MSL. **Rwy 36,** multiple trees and building beginning 1563' from DER, 481' right of centerline, up to 100' AGL/619' MSL. Multiple trees and pole beginning 1425' from DER, 112' left of centerline, up to 84' AGL/514' MSL.

FINDLAY, OH

FINDLAY (FDY)

ORIG 07242 (FAA)

NOTE: **Rwy 7,** road 210' from departure end of runway, on runway centerline, 15' AGL/824' MSL. Multiple trees beginning 210' from departure end of runway, 111' right of centerline, up to 81' AGL/885' MSL. Building 2498' from departure end of runway, 878' right of centerline, 113' AGL/921' MSL. **Rwy 18,** tree 2786' from departure end of runway, 151' left of centerline, 72' AGL/876' MSL. **Rwy 25,** multiple elevators beginning 1825' from departure end of runway, 727' right of centerline, 78' AGL/869' MSL. Tree 4566' from departure end of runway, 687' right of centerline, 100' AGL/909' MSL. **Rwy 36,** pole 1192' from departure end of runway, 742' right of centerline, 36' AGL/835' MSL. Tree 1560' from departure end of runway, 499' left of centerline, 53' AGL/847' MSL.

FORT WAYNE, IN

FORT WAYNE INTL (FWA)

AMDT 2A 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1300' before turning left.

NOTE: **Rwy 5,** trees beginning 927' from DER, 499' left of centerline, 40' AGL/836' MSL. Fence 152' from DER, 521' right of centerline, 12' AGL/808' MSL. Railroad 834' from DER, 582' right of centerline, 23' AGL/820' MSL. Tree 152' from DER, 521' right of centerline, up to 42' AGL/842' MSL. **Rwy 9,** tower 3124' from DER, 1109' left of centerline, 111' AGL/910' MSL **Rwy 14,** tree 1079' from DER, 667' left of centerline, 23' AGL/825' MSL. **Rwy 27,** obstruction light 370' from DER, 230' left of centerline, 14' AGL/812' MSL. **Rwy 32,** trees beginning 3672' from DER, 611' left of centerline, up to 100' AGL/901' MSL.

SMITH FIELD (SMD)

AMDT 4 96340 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 31,** 300-1. **Rwy 23,** 800-2½ or 300-1 with a min. climb of 400' per NM to 2000.

DEPARTURE PROCEDURE: **Rwys 5, 13,** climb to 2000 on heading 090 before turning south. **Rwys 23, 31,** climb to 2000 on heading 270 before turning south.

FOSTORIA, OH

FOSTORIA METROPOLITAN (FZI)

ORIG 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1630' from DER, 480' right of centerline, up to 59' AGL/808' MSL. Trees beginning 319' from DER, 583' left of centerline, up to 74' AGL/823' MSL. **Rwy 27,** trees beginning 977' from DER, 387' left of centerline, up to 100' AGL/859' MSL. Building 1' from DER, 499' left of centerline, 8' AGL/758' MSL.

FREMONT, OH

FREMONT (14G)
AMDT 2 09295

TAKE-OFF MINIMUMS: **Rwys 18,36,** NA-Environmental.

NOTE: **Rwy 9,** train 268' from DER, 516' right of centerline, 23' AGL/677' MSL. Trees beginning 3269' from DER, 1265' right of centerline, up to 100' AGL/754' MSL. Multiple trees and buildings beginning 320' from DER, left and right of centerline, up to 100' AGL/749' MSL. **Rwy 27,** road 65' from DER, 4' right of centerline, 15' AGL/669' MSL. Trees beginning 2230' from DER, 834' left of centerline, up to 100' AGL/754' MSL.

FRENCH LICK, IN

FRENCH LICK MUNI (FRH)
ORIG 08101 (FAA)

NOTE: **Rwy 8,** Terrain 59' from departure end of runway, 86' left of centerline, 0' AGL/799' MSL. Trees beginning 184' from departure end of runway, 391' left of centerline, up to 100' AGL/889' MSL. Trees beginning 215' from departure end of runway, 148' right of centerline, up to 100' AGL/849' MSL. **Rwy 26,** Trees beginning 429' from departure end of runway, 90' left of centerline, up to 100' AGL/849' MSL. Trees beginning 580' from departure end of runway, 57' right of centerline, up to 100' AGL/909' MSL.

GALLIPOLIS, OH

GALLIA-MEIGS RGNL (GAS)
AMDT 2A 07270 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 500-1. **Rwy 23,** 800-3 or std. w/ min. climb of 331' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 5,** climb straight ahead to 2100 before proceeding on course.
Rwy 23, climb via 215° track to 1500 before proceeding on course.

GARY, IN

GARY/CHICAGO INTL (GYY)
AMDT 6 97310 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 30,** 300-1.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 1200 before proceeding on course. **Rwy 20,** climb to 1200 on heading 220° before proceeding on course.

GEORGETOWN, OH

BROWN COUNTY (GEO)
AMDT 1 81358 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17,35,** 300-1.

GOSHEN, IN

GOSHEN MUNI (GSH)
ORIG 08157 (FAA)

NOTE: **Rwy 5,** Transmission tower, 4050' from departure end of runway, 1247' right of centerline, 116' AGL/941' MSL. **Rwy 9,** Post 42' from departure end of runway, 251' right of centerline, 12' AGL/831' MSL. Pole 1030' from departure end of runway, 619' right of centerline, 37' AGL/862' MSL. Pole 986' from departure end of runway, 465' left of centerline, 30' AGL/855' MSL. Trees beginning 2493' from departure end of runway, 515' left of centerline, up to 100' AGL/966' MSL. **Rwy 23,** Daymarker 95' from departure end of runway, 85' right of centerline, 4' AGL/818' MSL. Terrain 3' from departure end of runway, 42' left of centerline, 0' AGL/821' MSL. Sign 47' from departure end of runway, 500' left of centerline, 3' AGL/822' MSL. Terrain 61' from departure end of runway, 418' left of centerline, 0' AGL/821' MSL. Road & vehicle 933' from departure end of runway, 736' left of centerline, 17' AGL/841' MSL. **Rwy 27,** Trees beginning 2173' from departure end of runway, 210' right of centerline, up to 100' AGL/914' MSL. Trees beginning 2072' from departure end of runway, 124' left of centerline, up to 100' AGL/914' MSL.

GREENCASTLE, IN

PUTNAM COUNTY (4I7)
ORIG 08045 (FAA)

NOTE: **Rwy 18,** Road and vehicle 365' from departure end of runway, 577' right of centerline, 23' AGL/832' MSL. Pole 598' from departure end of runway, 374' right of centerline, 27' AGL/836' MSL. Pole 640' from departure end of runway, 423' right of centerline, 28' AGL/837' MSL. Building 773' from departure end of runway, 525' right of centerline, 32' AGL/841' MSL. Trees beginning 554' from departure end of runway, 428' right of centerline, up to 100' AGL/899' MSL. Fence 128' from departure end of runway, 306' left of centerline, 13'AGL/822'MSL. Fence 214' from departure end of runway, 307' left of centerline, 16'AGL/825'MSL. Trees beginning 901' from departure end of runway, 277' left of centerline, up to 100' AGL/865' MSL. **Rwy 36,** Terrain beginning 5' from departure end of runway, 85' right of centerline, 0' AGL/854' MSL. STPL 1836' from departure end of runway, 310' right of centerline 45' AGL/894' MSL. Trees beginning 658' from departure end of runway, 115' right of centerline, up to 100' AGL/959' MSL. Antenna on building 2725' from departure end of runway, 18' left of centerline, 64' AGL/913' MSL. Trees beginning 30' from departure end of runway, 250' left of centerline, up to 100' AGL/949' MSL.

GREENSBURG, IN

GREENSBURG MUNI (I34)
AMDT 1A 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

GRIFFITH, IN

GRIFFITH - MERRILLVILLE (05C)
AMDT 4 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1 or std. w/ min. climb of 502' per NM to 1000.

NOTE: **Rwy 8,** multiple trees, and poles beginning 5' from departure end of runway, 165' left of centerline, up to 100' AGL/744' MSL. Tower 4170' from departure end of runway, 1386' left of centerline, 259' AGL/900' MSL. Multiple trees, and poles beginning 125' from departure end of runway, 68' right of centerline, up to 100' AGL/744' MSL. **Rwy 26,** multiple poles, trees, and building beginning 146' from departure end of runway, 21' right of centerline, up t o 100' AGL/744' MSL. Multiple trees, and poles beginning 25' from departure end of runway, 84' left of centerline, up t o 100' AGL/744' MSL.

HAMILTON, OH

BUTLER COUNTY RGNL (HAO)
AMDT 3 03191 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11,** 800-3 or std. with a min. climb of 230' per NM to 1600. **Rwy 29,** 300-1 or std. with a min. climb of 420' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 11,** climb to 1700 via heading 110° before turning on course. **Rwy 29,** climb to 1700 via heading 290° before turning on course.

NOTE: **Rwy 11,** trees 2670' from departure end of runway, 1200' left of centerline, 100' AGL/757' MSL. **Rwy 29,** trees 3692' from departure end of runway, 1328' right of centerline, 100' AGL/835' MSL.

HARRISON, OH

CINCINNATI WEST (I67)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1,** 500-3 or std. w/ min. climb of 385' per NM to 1200. **Rwys 9, 27,** NA-obstacles. **Rwy 19,** 500-3 or std. w/ min. climb of 253' per NM to 1300.

NOTE: **Rwy 1,** multiple trees beginning 5364' from departure end of runway, 180' right of centerline, up to 100' AGL/915' MSL. Multiple trees beginning 5596' from departure end of runway, 1180' left of centerline up to 100' AGL/909' MSL. Multiple trees beginning 1.5 NM from departure end of runway, 2293' left of centerline, up to 200' AGL/849' MSL. **Rwy 19,** road 23' from departure end of runway, on centerline, 15' AGL/599' MSL.

HILLSBORO, OH

HIGHLAND COUNTY (HOC)
AMDT 2 91150 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

HUNTINGBURG, IN

HUNTINGBURG (HNB)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

HUNTINGTON, IN

HUNTINGTON MUNI (HHG)
AMDT 1 87183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-1.

INDIANAPOLIS, IN

EAGLE CREEK AIRPARK (EYE)
AMDT 1 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 3,** climb heading 360° to 2000 before turning right.

NOTE: **Rwy 3,** antenna on building 859' from departure end of runway, 524' right of centerline, 37' AGL/851' MSL. Pole 507' from departure end of runway, 631' left of centerline, 36' AGL/860' MSL. Trees beginning 2014' from departure end of runway, 583' left of centerline, up to 85' AGL/904' MSL. **Rwy 21,** trees beginning 677' from departure end of runway, 267' right of centerline, up to 87' AGL/901' MSL. Vehicle/road 310' from departure end of runway, 398' right of centerline, 19' AGL/833' MSL. Trees beginning 1383' from departure end of runway, 57' left of centerline, up to 90' AGL/904' MSL. Airport beacon 10' from departure end of runway, 464' left of centerline, 58' AGL/867' MSL. Flagpole 167' from departure end of runway, 385' left of centerline, 29' AGL/848' MSL. Poles beginning 694' from departure end of runway, 451' left of centerline, up to 40' AGL/849' MSL. Antennas on buildings beginning 363' from departure end of runway, 258' left of centerline, 9' AGL/828' MSL.

GREENWOOD MUNI (HFY)
AMDT 2 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 441' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning right.

NOTE: **Rwy 1,** hangar 71' from departure end of runway, 499' left of centerline, 25' AGL/839' MSL. Pole 869' from departure end of runway, 627' left of centerline, 45' AGL/864' MSL. Multiple trees beginning 1274' from departure end of runway, 394' left of centerline, up to 85' AGL/899' MSL. Building 558' from departure end of runway, 409' right of centerline, 35' AGL/858' MSL. Multiple light poles beginning 1262' from departure end of runway, 482' right of centerline, up to 35' AGL/860' MSL. Multiple trees beginning 2536' from departure end of runway, 375' right of centerline, up t o 77' AGL/898' MSL. **Rwy 19,** multiple trees beginning 1168' from departure end of runway, 288' left of centerline, up to 57' AGL/914' MSL. Multiple trees beginning 1577' from departure end of runway, 379' right of centerline, up to 96' AGL/923' MSL. Water tower 4222' from departure end of runway, 25' right of centerline, 114' AGL/971' MSL. Tank 4134' from departure end of runway, 71' right of centerline, 120' AGL/985' MSL.

HENRICKS COUNTY-GORDON GRAHAM FLD (2R2)
ORIG 08157 (FAA)

NOTE: **Rwy 18,** Pole 746' from departure end of runway, on centerline, 60' AGL/919' MSL, trees 2091' from departure end of runway, 625' left of centerline, 100' AGL/949' MSL. **Rwy 36,** Trees 1302' from departure end of runway, 648' right of centerline, 100' AGL/1009' MSL. Tree 3529' from departure end of runway, 788' right of centerline, 100' AGL/1009' MSL. Tree 5244' from departure end of runway, 1005' left of centerline, 100' AGL/1029' MSL.

INDIANAPOLIS, IN (CON'T)

INDIANAPOLIS EXECUTIVE (TYQ)
ORIG 08269 (FAA)
NOTE: **Rwy 18,** trees beginning 1452' from departure end of runway, 204' left of centerline, up to 53' AGL/972' MSL. **Rwy 36,** multiple hangers beginning 596' from departure end of runway, 356' left of centerline, up to 45' AGL/975' MSL, trees 2374' from departure end of runway, 641' left to right of centerline, 100' AGL/1019' MSL.

INDIANAPOLIS INTL (IND)
ORIG 07018 (FAA)
NOTES: **Rwy 5R,** tower 3756' from departure end of runway, 1048' left of centerline, 111' AGL/901' MSL. Rod on obstruction light dome 3765' from departure end of runway, 1076' left of centerline, 107' AGL/901' MSL. **Rwy 5L,** rod on obstruction light MCWV tower 5052' from departure end of runway, 140' right of centerline, 129' AGL/923' MSL. Tower 5073' from departure end of runway, 93' right of centerline, 128'AGL/923'MSL. **Rwy 23R,** tree 5159' from departure end of runway, 1144' right of centerline, 101' AGL/870' MSL. Tree 3295' from departure end of runway, 948' right of centerline, 78' AGL/822' MSL. **Rwy 32,** antenna 2370' from departure end of runway, 755' right of centerline, 70' AGL/849' MSL. Tree 2244' from departure end of runway, 707' right of centerline, 66' AGL/845' MSL.

INDIANAPOLIS METROPOLITAN (UMP)
AMDT 2 92281 (FAA)
TAKE-OFF MINIMUMS: **Rwys 15, 33,** 300-1.
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb on runway heading to 1400 before turning westbound.

MOUNT COMFORT (MQJ)
AMDT 1 84243 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb to 2000 on a 270° heading before turning south.

JACKSON, OH

JAMES A. RHODES (I43)
AMDT 4 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 1,** 300-2. **Rwy 19,** 300-1½
DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1500 before turning left.
NOTE: **Rwy 1,** car on road 475' from departure end of runway, on centerline, 15' AGL/754' MSL. Trees 2570' from departure end of runway, 613' left of centerline, 100' AGL/936' MSL. Trees 2810' from departure end of runway, 1243' left of centerline, 100' AGL/989' MSL. Trees 1.1 NM from departure end of runway, 1355' right of centerline, 100' AGL/949' MSL. Tank 1.4 NM from departure end of runway, 1870' left of centerline, 112' AGL/1008' MSL. Rising terrain beginning 1320' from departure end of runway, 316' left of centerline, up to 889' MSL. **Rwy 19,** pole 1137' from departure end of runway, 114' left of centerline, 39' AGL/779' MSL. Trees 1869' from departure end of runway, 138' right of centerline, 100' AGL/840' MSL. Trees 2349' from departure end of runway, 103' right of centerline, 100' AGL/899' MSL. Rising terrain beginning 386' from departure end of runway, 587' right of centerline, up to 989' MSL.

JEFFERSONVILLE, IN

CLARK RGNL (JVY)
AMDT 1 95061 (FAA)
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.
DEPARTURE PROCEDURE: **Rwys 14, 18, 36,** climb on runway heading to 2000 before turning west. **Rwy 32,** climb to 2000 heading 360° before turning west.

KENDALLVILLE, IN

KENDALLVILLE MUNI (C62)
AMDT 2 86016 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before turning south.

KENTLAND, IN

KENTLAND MUNI (50I)
ORIG 88322 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 400-1.
DEPARTURE PROCEDURE: **Rwy 27,** turn left as soon as practicable; climb to 1000' on 240° heading before proceeding on course.

KENTON, OH

HARDIN COUNTY (I95)
AMDT 2 83342 (FAA)
TAKE-OFF MINIMUMS: **Rwys 4, 22,** 300-1.

KNOX, IN

STARKE COUNTY (OXI)
ORIG 08269 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.
NOTE: **Rwy 36,** tree 1234' from departure end of runway, 477' left of centerline, 35' AGL/715' MSL. **Rwy 18,** trees beginning 2442' from departure end of runway, 135' right of centerline, up to 86' AGL/769' MSL. Tree 21' from departure end of runway, 449' left of centerline, 5' AGL/668' MSL.

LA PORTE, IN

LA PORTE MUNI (PPO)
AMDT 2 07186 (FAA)
NOTE: **Rwy 14,** power line beginning 4937' from departure end of runway, 670' right of centerline, 150' AGL/934' MSL. **Rwy 20,** power line beginning 3978' from departure end of runway, 1566' left of centerline, 150' AGL/959' MSL.

LAFAYETTE, IN
PURDUE UNIVERSITY (LAF)
AMDT 1 07130 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¼ or std. w/ min. climb of 342' per NM to 1000. **Rwy 23,** 400-2¼ or std. w/ min. climb of 220' per NM to 1100.
NOTE: **Rwy 5,** multiple trees and buildings beginning 290' from departure end of runway, 33' right of centerline, up to 167' AGL/782' MSL. Multiple trees, buildings, and antennas beginning 45' from departure end of runway, 25' left of centerline, up to 227' AGL/850' MSL. **Rwy 10,** multiple trees beginning 1230' from departure end of runway, 394' right of centerline, up to 80' AGL/639' MSL. Antenna 258' from departure end of runway, 323' left of centerline, 14' AGL/613' MSL. **Rwy 23,** rod on obstruction light tower 1.9 NM from departure end of runway, 272' left of centerline, 314' AGL/915' MSL. Tree 90' from departure end of runway, 235' left of centerline, 34' AGL/613' MSL. **Rwy 28,** multiple trees beginning 397' from departure end of runway, 461' left of centerline, up to 57' AGL/656' MSL. Tree 3382' from departure end of runway, 973' right of centerline, 68' AGL/697' MSL.

LANCASTER, OH
FAIRFIELD COUNTY (LHQ)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 10,** 400-1. **Rwy 28,** 300-1.

LIMA, OH
LIMA ALLEN COUNTY (AOH)
ORIG 09071 (FAA)
TAKE-OFF MINIMUMS: **Rwys 14, 32,** NA-Environmental.
NOTE: **Rwy 9,** bush and trees beginning 163' from DER, 311' right of centerline, up to 100' AGL/1104' MSL. **Rwy 27,** bush and trees beginning 175' from DER, 128' right of centerline, up to 100' AGL/1044' MSL. Antenna on building and trees beginning 67' from DER, 257' left of centerline, up to 100' AGL/1054' MSL.

LOGANSPORT, IN
LOGANSPORT/CASS COUNTY (GGP)
ORIG 07186 (FAA)
NOTE: **Rwy 9,** transmission pole 426' from departure end of runway, 486' left of centerline, 30' AGL/768' MSL. Transmission pole 432' from departure end of runway, 457' right of centerline, 30' AGL/768' MSL. Pole 427' from departure end of runway, 285' left of centerline, 29' AGL/767' MSL. Pole 427' from departure end of runway, 283' right of centerline, 29' AGL/767' MSL. Road with vehicle 448' from departure end of runway, on runway centerline, 15' AGL/751' MSL. Road with vehicle 450' from departure end of runway, 419' right of centerline, 15' AGL/751' MSL. Road with vehicle 447' from departure end of runway, 416' left of centerline, 15' AGL/750' MSL.

LONDON, OH
MADISON COUNTY (UYF)
ORIG 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** 300-1.

LORAIN/ELYRIA, OH
LORAIN COUNTY RGNL (LPR)
ORIG 06159 (FAA)
NOTE: **Rwy 7,** multiple trees beginning 973' from departure end of runway, 293' right of centerline, up to 75' AGL/865' MSL. Multiple trees beginning 839' from departure end of runway, 636' left of centerline, up to 47' AGL/836' MSL. **Rwy 25,** bush 583' from departure end of runway, 468' right of centerline, 10' AGL/809' MSL. Tree 1587' from departure end of runway, 698' left of centerline, 44' AGL/838' MSL. Tree 2277' from departure end of runway, 435' right of centerline, 58' AGL/854' MSL.

LOWELL, IN
LOWELL (C97)
ORIG 82357 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

MADISON, IN
MADISON MUNI (IMS)
AMDT 2 08213(FAA)
NOTE: **Rwy 3,** Vehicle on road 625' from departure end of runway, on centerline, 15' AGL/844' MSL. Antenna on building and trees beginning 170' from departure end of runway, 432' left of centerline, up to 85' AGL/904' MSL. Poles and trees beginning 526' from departure end of runway, 64' right of centerline, up to 130' AGL/959' MSL. **Rwy 21,** Vehicle on road 575' from departure end of runway, on centerline, 15' AGL/824' MSL. Trees and poles beginning 285' from departure end of runway, 16' left of centerline, up to 157' AGL/947' MSL. Trees and pole beginning 116' from departure end of runway, 1' right of centerline, up to 123' AGL/912' MSL.

MANSFIELD, OH
MANSFIELD LAHM RGNL (MFD)
ORIG 09071 (FAA)
NOTE: **Rwy 5,** trees 1337' from DER, 209' right of centerline, 78' AGL/1318' MSL. Trees 1494' from DER, 410' left of centerline, 80' AGL/1330' MSL. **Rwy 32,** trees 2399' from DER, 868' right of centerline, 90' AGL/1310' MSL.

MARION, IN
MARION MUNI (MZZ)
ORIG 02164 (FAA)
NOTE: **Rwy 4,** trees 938' from departure end of runway, 696' right of centerline, 67' AGL/914' MSL. **Rwy 15,** trees 627' from departure end of runway, 263' right of centerline, 82' AGL/929' MSL. **Rwy 22,** trees 1144' from departure end of runway, 783' left of centerline, 89' AGL/936' MSL. **Rwy 33,** trees 1005' from departure end of runway, 728' left of centerline, 99' AGL/946' MSL.

MARION, OH
MARION MUNI (MNN)
ORIG 07242 (FAA)
DEPARTURE PROCEDURE: **Rwy 25,** climb heading 245° to 1600 before turning right.
NOTE: **Rwy 7,** trees 3283' from departure end of runway, 273' left of centerline, up to 89' AGL/1088' MSL. Multipletrees beginning 36' from departure end of runway, 280' right of centerline, up to 43' AGL/1033' MSL. **Rwy 13,** trees 512' from departure end of runway, 277' left of centerline, up to 100' AGL/1089' MSL. Road 491' from departure end of runway, 15' AGL/1004' MSL. **Rwy 25,** obstruction light on antenna 419' from departure end of runway, 407' left of centerline, up to 13' AGL/1008' MSL. Road 434' from departure end of runway, 15' AGL/1004' MSL. **Rwy 31,** trees 2186' from departure end of runway, up to 100' AGL/1089' MSL. Road 355' from departure end of runway, 485' left of centerline, 15' AGL/1004' MSL.

MARYSVILLE, OH
UNION COUNTY (MRT)
AMDT 2 89320 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

MEDINA, OH
MEDINA MUNI (1G5)
AMDT 3 06159 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 562' from departure end of runway, 588' left of centerline, up to 100' AGL/1279' MSL. Multiple trees beginning 1925' from departure end of runway, on centerline, up to 100' AGL/1319' MSL. **Rwy 9,** multiple trees beginning 305' from departure end of runway, 396' right of centerline, up to 100' AGL/1249' MSL, tower 3627' from departure end of runway, 534' left of centerline, 150' AGL/1282' MSL. **Rwy 19,** multiple trees beginning at departure end of runway, 112' left of centerline, up to 100' AGL/1249' MSL. **Rwy 27,** multiple trees beginning at departure end of runway, 345' left of centerline, up to 100' AGL/1319' MSL, multiple trees beginning at departure end of runway, 366' right of centerline, up to 100' AGL/1279' MSL.

MICHIGAN CITY, IN
MICHIGAN CITY MUNI (MGC)
TAKE-OFF MINIMUMS: **Rwy 2,** 300-1.
DEPARTURE PROCEDURE: **Rwy 20,** climb to 1300 on runway heading before turning east.

MIDDLEFIELD, OH
GEAUGA COUNTY (7G8)
AMDT 3 06159 (FAA)
NOTE: **Rwy 11,** railroad 331' from departure end of runway, 315' left of centerline, 23' AGL/1182' MSL. Trees 3144' from departure end of runway, 671' left of centerline, 100' AGL/1249' MSL. **Rwy 29,** railroad 349' from departure end of runway, 521' left of centerline, 23' AGL/1212' MSL. Multiple buildings 993' from departure end of runway, 294' right of centerline, 40' AGL/1239' MSL. Trees 1875' from departure end of runway, 791' right of centerline, 100' AGl/1319' MSL. Tank 2251' from departure end of runway, 578' right of centerline, 125' AGL/1315' MSL.

MIDDLETOWN, OH
MIDDLETOWN RGNL/HOOK FIELD (MWO)
AMDT 1 09295(FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 23,** 300-1.
Rwy 26, 400-1.
DEPARTURE PROCEDURE: **Rwys 5, 8, 23, 26,** climb on runway heading to 1700' before proceeding on course.

MILLERSBURG, OH
HOLMES COUNTY (10G)
ORIG 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

MONTICELLO, IN
WHITE COUNTY (MCX)
AMDT 2 85101 (FAA)
TAKE-OFF MINIMUMS: **Rwy 36,** 600-1 or std. with a min. climb of 250' per NM to 1300.

MT. GILEAD, OH
MORROW COUNTY (4I9)
AMDT 1 83048
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

MT. VERNON, OH
KNOX COUNTY (4I3)
ORIG 09015 (FAA)
NOTE: **Rwy 28,** trees 2121' from departure end of runway, 361' right of centerline, 47' AGL/1246' MSL.

MUNCIE, IN
DELAWARE COUNTY-JOHNSON FIELD (MIE)
AMDT 3 06271 (FAA)
NOTE: **Rwy 2,** multiple trees beginning 888' from departure end of runway, 412' right of centerline, up to 47' AGL/980' MSL. Tree and towers beginning 2554' from departure end of runway, 46' left of centerline, up to 113' AGL/1046' MSL. **Rwy 14,** tree 2061' from departure end of runway, 1004' right of centerline, 69' AGL/1005' MSL. **Rwy 20,** tree 1463' from departure end of runway, 564' left of centerline, 82' AGL/1019' MSL. Multiple trees beginning 1119' from departure end of runway, 171' right of centerline, up to 62' AGL/999' MSL. **Rwy 32,** multiple bushes beginning 86' from departure end of runway, 447' left of centerline, up to 12' AGL/940' MSL.

NAPPANEE, IN
NAPPANEE MUNI (C03)
AMDT 1 81036 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 300-1.

NEW LEXINGTON, OH
PERRY COUNTY (I86)
ORIG 84243 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8, 26,** 300-1.

NEW PHILADELPHIA, OH
HARRY CLEVER FIELD (PHD)
TAKE-OFF MINIMUMS: **Rwys 11, 29,** 600-1. **Rwy 14,** 500-1 or std. with a min. climb to 330' per NM to 1600. **Rwy 32,** 500-1 or std. with a min. climb 380' per NM to 1600.
DEPARTURE PROCEDURE: **Rwys 11,14,29,32,** climb runway heading to 1600 before turning.

NEWARK, OH
NEWARK-HEATH (VTA)
AMDT 2 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwy 9,** 600-3 or std. w/ min. climb of 354' per NM to 1800.
DEPARTURE PROCEDURE: **Rwy 9,** climb heading 093° to 1800 before proceeding on course.
NOTE: **Rwy 9,** Vehicle road 306' from departure end of runway, 164' right of centerline, 15' AGL/894' MSL. Trees beginning 2.2 NM from departure end of runway, 1906' right of centerline, 100' AGL/1159' MSL.

NORTH VERNON, IN
NORTH VERNON (OVO)
ORIG 09239 (FAA)
NOTE: **Rwy 5,** tree 1866' from DER, 690' left of centerline, 62' AGL/821' MSL. Tree 428' from DER, 516' right of centerline, 22' AGL/781' MSL. **Rwy 15,** fence beginning 259' from DER, crossing left to right, 11' AGL/765' MSL. Trees beginning 469' from DER, 100' left of centerline, up to 115' AGL/864' MSL. Tree 1509' from DER, 472' right of centerline, 59' AGL/818' MSL. **Rwy 23,** trees beginning 1856' from DER, 94' left of centerline, up to 93' AGL/842' MSL. Tree 3348' from DER 675' right of centerline, 97' AGL/846' MSL. **Rwy 33,** fence beginning 304' from DER, 138' left of centerline, 11' AGL/761' MSL. Tree 2592' from DER, 596' left of centerline, 90' AGL/839' MSL. Power pole 751' from DER, 102' right of centerline, 25' AGL/774' MSL.

NORWALK, OH
NORWALK-HURON COUNTY (5A1)
AMDT 1 83286 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

OTTAWA, OH
PUTNAM COUNTY (OWX)
ORIG 09239 (FAA)
NOTE: **Rwy 9,** trees 1342' from DER, 578' right of centerline, 100' AGL/854' MSL. Tree 1978' from DER, 5' left of centerline, 50' AGL/814' MSL. **Rwy 27,** road 1' from DER, 219' right of centerline, 15' AGL/768' MSL. Multiple trees and pole beginning 1606' from DER, 303' left of centerline, up to 100' AGL/854' MSL.

OXFORD, OH
MIAMI UNIVERSITY (OXD)
AMDT 1 96312 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.

PAINESVILLE, OH
CONCORD AIRPARK (2G1)
AMDT 2 06159 (FAA)
TAKE-OFF MINIMUMS: **Rwy 20,** 400-1¾ or std. w/ a min. climb of 310' per NM to 1500.
NOTE: **Rwy 2,** numerous trees beginning 503' from departure end of runway, 146' left of centerline, up to 100' AGL/1039' MSL. **Rwy 20,** numerous trees beginning 544' from departure end of runway, 25' right of centerline, up to 200' AGL/1349' MSL. Tower 1.2 NM from departure end of runway, 2020' right of centerline, 114' AGL/1223' MSL.

PERU, IN
PERU MUNI (I76)
AMDT 3 07018 (FAA)
NOTE: **Rwy 1,** multiple trees beginning 2201' from departure end of runway, 321' left of centerline, 100' AGL/879' MSL. Road plus vehicle beginning 407' from departure end of runway, 1524' right of centelrine, 15' AGL/794' MSL. Trees beginning 1656' from departure end of runway, 815' right of centerline, 100' AGL/879' MSL. **Rwy 19,** multiple trees beginning 44' from departure end of runway, 204' left of centerline, 100' AGL/869' MSL. Multiple trees beginning 588' from departure end of runway, 134' right of centerline, 100' AGL/859' MSL.

PHILLIPSBURG, OH
PHILLIPSBURG (3I7)
TAKE-OFF MINIMUMS: **Rwy 21,** 300-1.

PLYMOUTH, IN
PLYMOUTH MUNI (C65)
ORIG 74199 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.

PORT CLINTON, OH
CARL R. KELLER FIELD (PCW)
AMDT 6 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwy 27,** std. w/ min. climb of 250' per NM to 1600 or 1000-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 27,** for climb in visual conditions: cross Carl R Keller Field at or above 1400 MSL before proceeding on course.
NOTE: **Rwy 9,** multiple trees and poles beginning 417' from DER, 398' left of centerline, up to 78' AGL/668' MSL. Multiple trees and poles beginning 407' from DER, 550' right of centerline, up to 67' AGL/657' MSL. **Rwy 18,** multiple trees beginning 626' from DER, 424' left of centerline, up to 100' AGL/684' MSL. Trees 511' from DER, 471' right of centerline, 100' AGL/684' MSL. Vehicles on road 475' from DER, 31' right of centerline, 15' AGL/604' MSL. **Rwy 27,** multiple trees beginning 1210' from DER, 176' left of centerline, up to 65' AGL/650' MSL. Pole 1066' from DER, 609' right of centerline, 35' AGL/620' MSL. Multiple trees beginning 2558' from DER, 311' right of centerline, up to 91' AGL/676' MSL. **Rwy 36,** trees 558' from DER, 406' left of centerline, 100' AGL/684' MSL. Trees 770' from DER, 564' right of centerline, 100' AGL/679' MSL. Trees 5097' from DER, 1661' right of cenerline, 100' AGL/719' MSL.

PORTLAND, IN
PORTLAND MUNI (PLD)
ORIG 08213 (FAA)
TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA - Turf runways.
NOTE: **Rwy 9,** multiple trees beginning 2290' from departure end of runway, 517' right of centerline, up to 100' AGL/1029' MSL. Multiple trees beginning 2843' from departure end of runway, 36' left of centerline, up to 100' AGL/1029' MSL. **Rwy 27,** barn 1082' from departure end of runway, 572' right of centerline, 34' AGL/945' MSL. Multiple trees beginning 263' from departure end of runway, 551' left of centerline, up to 100' AGL/1019' MSL.

PORTSMOUTH, OH
GREATER PORTSMOUTH RGNL (PMH)
AMDT 2 91262 (FAA)
DEPARTURE PROCEDURE: **Rwy 18,** climb heading 170° to 1200 before proceeding on course.

RENSSELAER, IN
JASPER COUNTY (RZL)
AMDT 1 88014 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27, 36,** 300-1.
DEPARTURE PROCEDURE: **Rwys 9, 18, 27, 36,** climb to 1100 on runway heading before proceeding on course.

RICHMOND, IN
RICHMOND MUNI (RID)
ORIG 09183 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** NA-Environmental.
NOTE: **Rwy 15,** tree 2970' from DER, 198' right of centerline, 86' AGL/1226' MSL. **Rwy 24,** road and antenna beginning 298' from DER, 7' right of centerline, up to 22' AGL/1156' MSL. Trees beginning 1185' from DER, 529' left of centerline, up to 40' AGL/1174' MSL. Obstruction light on localizer 300' from DER, on centerline, 8' AGL/1142' MSL. **Rwy 33,** trees beginning 515' from DER, 283' right of centerline, up to 48' AGL/1175' MSL. Antenna and trees beginning 1041' from DER, 141' left of centerline, up to 71' AGL/1198' MSL.

ROCHESTER, IN
FULTON COUNTY (RCR)
ORIG 08269 (FAA)
NOTE: **Rwy 11,** terrain 469' right of centerline, 797' MSL. Trees beginning 619' from from departure end of runway, 181' right of centerline, up to 105' AGL/894' MSL. Trees beginning 2534' from departure end of runway, 27' left of centerline, up to 97' AGL/886' MSL. **Rwy 29,** pole 1' from departure end of runway, 480' left of centerline, 28' AGL/817' MSL. Pole 195' from departure end of runway, 460' left of centerline, 28' AGL/817' MSL. Pole 524' from departure end of runway, 503' left of centerline, 33' AGL/823' MSL. Vehicle on road 578' from departure end of runway, 100' left of centerline, 15' AGL/804' MSL. Vent on building 890' from departure end of runway, 262' left of centerline, 23' AGL/812' MSL. Trees beginning 614' from departure end of runway, 355' left of centerline, up to 87' AGL/876' MSL. Vent on building 229' from departure end of runway, 525' right of centerline, 40' AGL/829' MSL. Pole 843' from departure end of runway, 94' right of centerline, 23' AGL/812' MSL. Trees beginning 883' from departure end of runway, 152' right of centerline, up to 103' AGL/892' MSL.

ST. CLAIRSVILLE, OH
ALDERMAN (2P7)
AMDT 2 91010 (FAA)
TAKE-OFF MINIMUMS: **Rwys 1, 19,** 300-1.
DEPARTURE PROCEDURE: **Rwys 1, 19,** climb on runway heading to 1800 before proceeding on course.

SALEM, OH
SALEM AIRPARK, INC (38D)
AMDT 1 97058 (FAA)
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 2200 before turning south.

SANDUSKY, OH
GRIFFING-SANDUSKY (SKY)
AMDT 1 81162 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 18, 27,** 300-1.

SEBRING, OH
TRI-CITY (3G6)
ORIG 76036 (FAA)
DEPARTURE PROCEDURE: **Rwys 17, 35,** climb runway heading to 3000 before turning east.

SEYMOUR, IN
FREEMAN MUNI (SER)
ORIG 07130 (FAA)
DEPARTURE PROCEDURE: **Rwy 5,** climb heading 046° to 1100 before turning left. **Rwy 14,** climb heading 136° to 1100 before turning right.
NOTE: **Rwy 5,** multiple trees beginning 845' from departure end of runway, 523' left of centerline, up to 90' AGL/669' MSL. Multiple towers beginning 2870' from departure end of runway, 1231' left of centerline, up to 73' AGL/657' MSL. Multiple trees beginning 1035' from departure end of runway, 691' right of centerline, up to 73' AGL/652' MSL. **Rwy 14,** multiple trees beginning 2285' from departure end of runway, 309' right of centerline, up to 78' AGL/657' MSL. **Rwy 32,** multiple trees beginning 2339' from departure end of runway, 383' left of centerline, up to 63' AGL/662' MSL.

SHELBY, OH
SHELBY COMMUNITY (12G)
AMDT 1 83076 (FAA)
TAKE-OFF MINIMUMS: **Rwys 3, 18, 21, 36,** 300-1.

SHELBYVILLE, IN
SHELBYVILLE MUNI (GEZ)
AMDT 4 99112 (FAA)
DEPARTURE PROCEDURE: **Rwy 1,** climb runway heading to 1400 before turning west on course. **Rwys 9, 19,** climb runway heading to 1300 before turning on course. **Rwy 27,** climb to 1500 on heading 240° before turning turning north on course.

SIDNEY, OH
SIDNEY MUNI (I12)
AMDT 2 91038 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 10, 23,** 300-1. **Rwy 28,** 300-1 or std. with a min. climb of 350' per NM to 1300.

SOUTH BEND, IN

SOUTH BEND RGNL (SBN)
AMDT 9 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27R,** 300-1¼ or std. w/ min. climb of 240' per NM to 1100. Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9R,** climb heading 092° to 2000 before turning South. **Rwy 18,** climb heading 182° to 2000 before turning East.

NOTE: **Rwy 9L,** tree 1226' from DER, 367' left of centerline, 60' AGL/831' MSL. Tree 1332' from DER, 93' right of centerline, 50' AGL/822' MSL. Transmission tower 2159' from DER, 392' left of centerline, 117' AGL/872' MSL. **Rwy 18,** powerline and fence 199' from DER, left and right of centerline, up to 20' AGL/775' MSL. Multiple trees and poles beginning 684' from DER, from 829' left to 720' right of centerline, up to 80' AGL/849' MSL. **Rwy 27L,** light pole 665' from DER, 479' left of centerline, 22' AGL/810' MSL. Trees beginning 1190' from DER, from 948' left to 900' right of centerline, up to 100' AGL/923' MSL. **Rwy 27R,** tree 207' from DER, 502' right of centerline, 60' AGL/849' MSL. Tree 1541' from DER, 93' left of centerline, 60' AGL/850' MSL. Transmission tower 5542' from DER, 1922' right of centerline, 100' AGL/954' MSL. **Rwy 36,** terrain 98' from DER, 390' left of centerline, 803' MSL. Barricade 130' from DER, 418' left of centerline, 10' AGL/807' MSL. Trees beginning 340' from DER, 332' right of centerline, up to 36' AGL/815' MSL. Tree 2726' from DER, 443' left of centerline, 60' AGL/867' MSL.

SPRINGFIELD, OH

SPRINGFIELD-BECKLEY MUNI (SGH)
ORIG 08157 (FAA)

NOTE: **Rwy 6,** Trees beginning 642' from departure end of runway, 664' left of centerline, up to 96' AGL/1133' MSL. Tree 66' from departure end of runway, 514' right of centerline, 27' AGL/1064' MSL. **Rwy 15,** Multiple trees beginning 1357' from departure end of runway, 160' left of centerline, up to 86' AGL/1127' MSL. Tree 1763' from departure end of runway, 410' right of centerline, 51' AGL/1092' MSL. **Rwy 24,** Trees beginning 1387' from departure end of runway, 66' left of centerline, up to 58' AGL/1109' MSL. Windsock 1' from departure end of runway, 228' right of centerline, 20' AGL/1071' MSL. **Rwy 33,** Tree 183' from departure end of runway, 438' right of centerline, 24' AGL/1066' MSL.

STEUBENVILLE, OH

JEFFERSON COUNTY AIRPARK (2G2)
ORIG 00055 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 2200 before turning north.

SULLIVAN, IN

SULLIVAN COUNTY (SIV)
AMDT 1 99364 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** 200-1 or std. with a min. climb of 320' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 1500 before turning west on course. **Rwys 18,36,** climb runway heading to 1800 before turning east on course.

TELL CITY, IN

PERRY COUNTY MUNI (TEL)
AMDT 1 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1.

TERRE HAUTE, IN

SKY KING (3I3)
AMDT 2 84075 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 18,** 300-1.

DEPARTURE PROCEDURE: **Rwy 26,** climb to 1400 on runway heading before turning south. **Rwy 18,** climb to 1400 on runway heading before turning west.

TERRE HAUTE INTL-HULMAN FIELD (HUF)
ORIG 08213 (FAA)

NOTE: **Rwy 5,** Terrain beginning 118' from departure end of runway, left and right of centerline, 0' AGL/591' MSL. Floodlight 967' from departure end of runway, 673' right of centerline, 32' AGL/621' MSL. Trees beginning 2019' from departure end of runway, 317' left of centerline, up to 100' AGL/689' MSL. Tree 3340' from departure end of runway, 533' right of centerline, 79' AGL/668' MSL. **Rwy 14,** trees beginning 1266' from departure end of runway, 570' left of centerline, up to 100' AGL/689' MSL. Trees beginning 1,520' from departure end of runway 462' right of centerline, up to 100' AGL/689' MSL. Powerlines 3084' from departure end of runway, left and right of centerline, 98' AGL/682' MSL. **Rwy 18,** terrain beginning 84' from departure end of runway, left and right of centerline, 0' AGL/581' MSL . Trees beginning 3040' from departure end of runway, 192' left of centerline, up to 66' AGL/655' MSL. **Rwy 23**, trees beginning 412' from departure end of runway, 537' left of centerline, up to 34' AGL/593' MSL. Tree 1201' from departure end of runway, 376' right of centerline, 38' AGL/607' MSL. **Rwy 32,** trees and a pole beginning 397' from departure end of runway, 308' left of centerline, up to 82' AGL/651' MSL. Tree 1195' from departure end of runway 544' left of centerline, 68' AGL/637' MSL. Trees beginning 2597' from departure end of runway, 340' right of centerline, up to 100' AGL/669' MSL. **Rwy 36,** trees beginning 1580' from departure end of runway, 120' right of centerline, up to 100' AGL/669' MSL, trees beginning 2475' from departure end of runway, 153' left of centerline, up to 102' AGL/671' MSL.

TIFFIN, OH

SENECA COUNTY(16G)
AMDT 2 09183 (FAA)

NOTE: **Rwy 6,** multiple trees and buildings beginning 2' from DER, 186' right of centerline, up to 98' AGL/868' MSL. Antenna 129' from DER, 438' left of centerline, 66' AGL/836' MSL. Pole 408' from DER, 477' left of centerline, 39' AGL/809' MSL. Vehicle on road 501' from DER, 414' left of centerline, 26' AGL/796' MSL. Trees 2421' from DER, 207' left of centerline, 83' AGL/853' MSL. **Rwy 24,** multiple trees beginning 27' from DER, 280' left of centerline, up to 124' AGL/904' MSL. Building 1291' from DER, 528' left of centerline, 44' AGL/824' MSL. Multiple trees beginning 1071' from DER, 337' right of centerline, up to 92' AGL/872' MSL. Pole 1460' from DER, 562' right of centerline, 48' AGL/828' MSL.

TOLEDO, OH

METCALF FIELD (TDZ)
AMDT 2A 07326 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 22, 32,** 300-1. **Rwy 4,** 2100-2 or std. with a min. climb of 300' per NM to 2100.

DEPARTURE PROCEDURE: **Rwys 14, 22, 32,** climb runway heading to 2000 before turning.

NOTE: **Rwy 14,** tree 789' from departure end of runway, 249' left of centerline, 61' AGL/685' MSL.

TOLEDO EXPRESS (TOL)
AMDT 2 89040 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 260' per NM to 1000'.

DEPARTURE PROCEDURE: **Rwy 25,** climb runway heading to 1100' before turning.

UPPER SANDUSKY, OH

WYANDOT COUNTY (56D)
ORIG 80150 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1.

VALPARAISO, IN

PORTER COUNTY MUNI (VPZ)
ORIG 08045 (FAA)

NOTE: **Rwy 9,** Tree 51' from departure end of runway, 350' right of centerline, 100' AGL/874' MSL. Tree 1219' from departure end of runway, 775' left of centerline, 57' AGL/807' MSL. **Rwy 18,** Tower and multiple trees beginning 140' from departure end of runway, 157' right of centerline, up to 100' AGL/865' MSL. Trees 143' from departure end of runway, 71' left of centerline, 100' AGL/865' MSL. **Rwy 27,** Multiple trees, 1038' from departure end of runway, 308' left of centerline, up to 68' AGL/828' MSL. Sign, 1847' from departure end of runway, 263' right of centerline, 49' AGL/817' MSL. **Rwy 36,** Trees 105' from departure end of runway, 99' right of centerline, 100' AGL/895' MSL Trees 108' from departure end of runway, 129' left of centerline, 100' AGL/874' MSL.

VAN WERT, OH

VAN WERT COUNTY (VNW)
AMDT 3 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ min. climb of 306' per NM to 1100. **Rwys 18, 36,** NA-Environmental.

NOTE: **Rwy 9,** tower 6084' from departure end of runway, 1963' left of centerline, 170' AGL/955' MSL.

VERSAILLES, OH

DARKE COUNTY (VES)
AMDT 2 87015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

CAUTION: 50' unlighted trees left side at departure end of runway 27.

WADSWORTH, OH

WADSWORTH MUNI (3G3)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** std. w/ min. climb of 412' per NM to 1700, or 600-2½ with minimum climb of 289' per NM to 1900, or 1100-2½ for climb in visual conditions. **Rwy 10,** std. w/ min. climb of 585' per NM to 1800, or 700-3 with minimum climb of 340' per NM to 1800, or 1100-2½ for climb in visual conditions. **Rwy 20,** 300-1¼ or std. w/ min. climb of 336' per NM to 1300. **Rwy 28,** 400-2½ or std. w/ min. climb of 457' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 10,** for climb in visual conditions: cross Wadsworth Muni airport at or above 1900 MSL before proceeding on course. **Rwy 28,** climb heading 277° to 1600 before proceeding on course.

NOTE: **Rwy 2,** vehicle on road 23' from departure end of runway, 404' right of centerline, 15' AGL/994' MSL. Powerline 1425' from departure end of runway, left and right of centerline, 40' AGL/1029' MSL. Trees beginning 2947' from departure end of runway, 80' left of centerline, up to 100' AGL/1129' MSL. Trees beginning 4490' from departure end of runway, 119' right of centerline, up to 100' AGL/1249' MSL. **Rwy 10,** trees beginning 2813' from departure end of runway, 245' right of centerline, up to 100' AGL/1289' MSL. Trees beginning 1659' from departure end of runway, 56' left of centerline, up to 100' AGL/1319' MSL. **Rwy 20,** vehicle on road 289' from departure end of runway, left and right of centerline, 15' AGL/994' MSL. Trees beginning 389' from departure end of runway, 194' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 1921' from departure end of runway, 605' right of centerline, up to 100' AGL/1099' MSL. **Rwy 28,** building 249' from departure end of runway, 530' right of centerline, 24' AGL/989' MSL. Trees beginning 169' from departure end of runway, 198' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 3698' from departure end of runway, 9' right of centerline, up to 100' AGL/1299' MSL.

WAPAKONETA, OH

NEIL ARMSTRONG (AXV)
AMDT 2 08213(FAA)

NOTE: **Rwy 8,** vehicle on road, 1' from departure end of runway, 403' right of centerline, 15' AGL/926' MSL. Fence 70' from departure end of runway, 222' right of centerline, 6' AGL/919' MSL. Fence 149' from departure end of runway, 270' left of centerline, 8' AGL/921' MSL. Obstruction light on pole, 348' from departure end of runway, 239' left of centerline, 15' AGL/928' MSL. Building, 614' from departure end of runway, 463' left of centerline, 15' AGL/929' MSL. Trees beginning 2385' from departure end of runway, 51' left of centerline, up to 101' AGL/1014' MSL. Trees beginning 2263' from departure end of runway, 268' right of centerline, up to 75' AGL/988' MSL. **Rwy 26,** obstruction light on DME, 401' from departure end of runway, 268' right of centerline, 9' AGL/922' MSL. Trees beginning 496' from departure end of runway, 51' right of centerline, up to 83' AGL/996' MSL. Trees beginning 563' from departure end of runway, 120' left of centerline, up to 72' AGL/985' MSL. Pole 620' from departure end of runway, 332' left of centerline, 25' AGL/938' MSL. Stack, 3021' from departure end of runway, 577' left of centerline, 125' AGL/1035' MSL. Tower, 3265' from departure end of runway, 729' right of centerline, 149' AGL/1050' MSL.

WARSAW, IN
WARSAW MUNI (ASW)
AMDT 1 83272 (FAA)
DEPARTURE PROCEDURE: **Rwy 36,** climb to 1200 on runway heading before turning west.

WASHINGTON, IN
DAVIESS COUNTY (DCY)
ORIG 84045 (FAA)
TAKE-OFF MINIMUMS: **Rwy 18,** 300-1.

WASHINGTON COURT HOUSE, OH
FAYETTE COUNTY (I23)
AMDT 2 07354 (FAA)
TAKE-OFF MINIMUMS: **Rwy 5,** 300-1¾ or std. w/ min. climb of 268' per NM to 1400.
NOTE: **Rwy 5,** train on railroad tracks 384' from departure end of runway, 243' right of centerline, 23' AGL/997' MSL. Terrain 81' from departure end of runway, 184' left of centerline, 0' AGL/978' MSL. Silo 8848' from departure end of runway, 772' right of centerline, 238' AGL/1213' MSL. **Rwy 23,** train on railroad tracks 509' from departure end of runway, 257' left of centerline, 23' AGL/1003' MSL.

WAUSEON, OH
FULTON COUNTY (USE)
AMDT 1 83048 (FAA)
TAKE-OFF MINIMUMS: **Rwys 9, 27,** 300-1.

WAVERLY, OH
PIKE COUNTY (EOP)
ORIG-A 07270 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.
NOTE: **Rwy 7,** building 507' from departure end of runway, 439' right of centerline, 30' AGL/688' MSL. **Rwy 25,** 60' AGL trees 500' from departure end of runway 170' left of centerline.

WEST UNION, OH
ALEXANDER SALAMON (AMT)
AMDT 1 90347 (FAA)
TAKE-OFF MINIMUMS: **Rwys 5, 23,** 300-1.
DEPARTURE PROCEDURE: **Rwys 5, 23,** climb straight ahead to 1700 before turning west.

WILLARD, OH
WILLARD (8G1)
AMDT 1 81134 (FAA)
TAKE-OFF MINIMUMS: **Rwys 10, 28,** 300-1.
DEPARTURE PROCEDURE: **Rwys 10, 28,** climb runway heading to 1500 before proceeding on course.

WILLOUGHBY, OH
WILLOUGHBY LOST NATION MUNI (LNN)
AMDT 2 06159 (FAA)
DEPARTURE PROCEDURE: **Rwy 10,** climb via heading 099° to 1600 before proceeding on course. **Rwy 23,** climb via heading 233° to 1400 before proceeding on course. **Rwy 28,** climb via heading 279° to 1400 before proceeding on course.
NOTE: **Rwy 5,** tree 1453' from departure end of runway, 725' right of centerline, 100' AGL/724' MSL. Building 509' from departure end of runway, 429' right of centerline, 20' AGL/644' MSL. **Rwy 10,** pole 663' from departure end of runway, 64' right of centerline, 52' AGL/675' MSL. **Rwy 23,** tree 634' from departure end of runway, 561' right of centerline, 100' AGL/724' MSL. Stacks 1.8 NM from departure end of runway, 1 NM right of centerline, 600' AGL/1207' MSL. **Rwy 28,** tree 1336' from departure end ofrunway, 699' left of centerline, 100' AGL/724' MSL, building 1101' from departure end of runway, 337' rightof centerline, 35' AGL/661' MSL, stacks 2.1 NM from departure end of runway, 4444' left of centerline, 600' AGL/1207' MSL.

WILMINGTON, OH
AIRBORNE AIRPARK (ILN)
ORIG 09239 (FAA)
NOTE: **Rwy 4L,** tree 1032' from DER, 644' right of centerline, 35' AGL/1114' MSL. **Rwy 22L,** tree 2437' from DER, 468' left of centerline, 100' AGL/1134' MSL.

CLINTON FIELD (I66)
AMDT 2 07186 (FAA)
TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ a min. climb of 224' per NM to 1300', or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.
NOTE: **Rwy 3,** multiple trees beginning 76' from departure end of runway, 76' right of centerline, up to 88' AGL/1137' MSL. Multiple trees beginning 279' from departure end of runway, 140' left of centerline, up to 96' AGL/1105' MSL. Water tank 1 NM from departure end of runway, 554' left of centerline, 176' AGL/1205' MSL. **Rwy 21,** multiple trees beginning 187' from departure end of runway, 509' right of centerline, up to 87' AGL/1111' MSL. Multiple trees beginning 243' from departure end of runway, 214' left of centerline, up to 77' AGL/1086' MSL.

WOODSFIELD, OH
MONROE COUNTY (4G5)
AMDT 2 91150 (FAA)
TAKE-OFF MINIMUMS: **Rwy 25,** 300-1.

WOOSTER, OH
WAYNE COUNTY (BJJ)
AMDT 1 98169 (FAA)
TAKE-OFF MINIMUMS: **Rwy 28,** 300-1.

WRIGHT-PATTERSON AFB (KFFO)

DAYTON, OH 09295

Rwy 5R, 200-1½*
Rwy 23R, 400-2¾**
Rwy 23L, 400-2¾***
* Or standard with minimum climb of 240ft/NM to 1100'.
** Or standard with minimum climb of 260ft/NM to 1300'.
*** Or standard with minimum climb of 210ft/NM to 1300'.
Rwy 5R, Climb on track 050° until reaching 1100.
TAKE-OFF OBSTACLES: **Rwy 23L:** 43' AGL VORTAC, 850' from DER, 662' right of centerline.
Rwy 5L: Up to 105' AGL tree line beginning 3000' from DER, 700' right of centerline to 5100' from DER, 1300' left of centerline.

YOUNGSTOWN, OH

LANSDOWNE (04G)
AMDT 2 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1. **Rwy 20,** 1500-2.
DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 1500 then climbing right turn to 2500 via heading 090° before turning southbound. **Rwy 20,** climb visually over the airport to 2700 or until RADAR contact is established before proceeding south.

YOUNGSTOWN ELSER METRO (4G4)
ORIG-A 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 300-2 or std. w/ min. climb of 237' per NM to 1500. **Rwys 18,28,** 300-1.
DEPARTURE PROCEDURE: **Rwy 36,** climb to 1500, then climbing right turn via heading 090° to 2600 before proceeding north. **Rwys 10, 28,** climb runway heading to 2600 before turning north.
NOTE: **Rwy 10,** Tower 8758' from departure end of runway, 1882' left of centerline, 138' AGL/1332' MSL.

YOUNGSTOWN-WARREN, OH

YOUNGSTOWN-WARREN RGNL (YNG)
AMDT 4 90207 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1.

ZANESVILLE, OH

ZANESVILLE MUNI (ZZV)
ORIG 03359 (FAA)

NOTE: **Rwy 22,** tree 303' from departure end of runway, 427' left of centerline, 948' MSL. Tree 182' from departure end of runway, 350' right of centerline, 942' MSL. **Rwy 34,** tree 2370' from departure end of runway, 189' left of centerline, 968' MSL. Tree 2309' from departure end of runway, 388' left of centerline, 962' MSL.

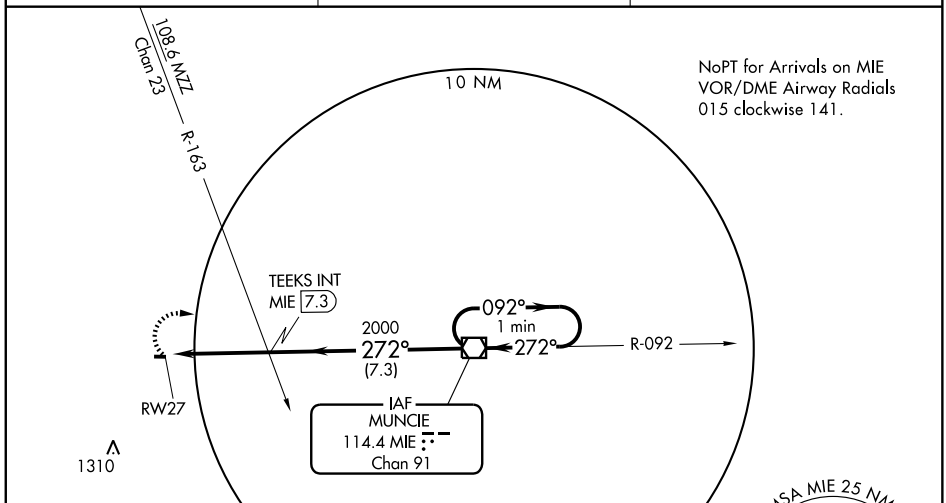
VOR/DME MIE 114.4 Chan 91	APP CRS 272°	Rwy ldg 2314 TDZE 900 Apt Elev 900

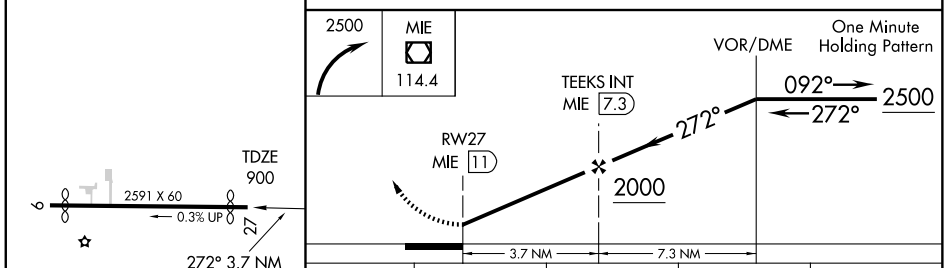
VOR or GPS RWY 27
ALEXANDRIA (I99)

NA Use Muncie altimeter setting; when not received, use Indianapolis altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

MISSED APPROACH: Climbing right turn to 2500 direct MIE VOR/DME and hold.

INDIANAPOLIS CENTER	CTAF	UNICOM
120.65 317.8	122.8	123.05





CATEGORY	A	B	C	D
S-27	1320-1	420 (500-1)	NA	
CIRCLING	1340-1 440 (500-1)	1380-1 480 (500-1)	NA	
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-27	1480-1	580 (600-1)	NA	
CIRCLING	1500-1 600 (600-1)	1540-1 640 (700-1)	NA	

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-AID	APP CRS	Rwy ldg	5312
110.1	298°	TDZE	919
		Apt Elev	919

ILS or LOC RWY 30

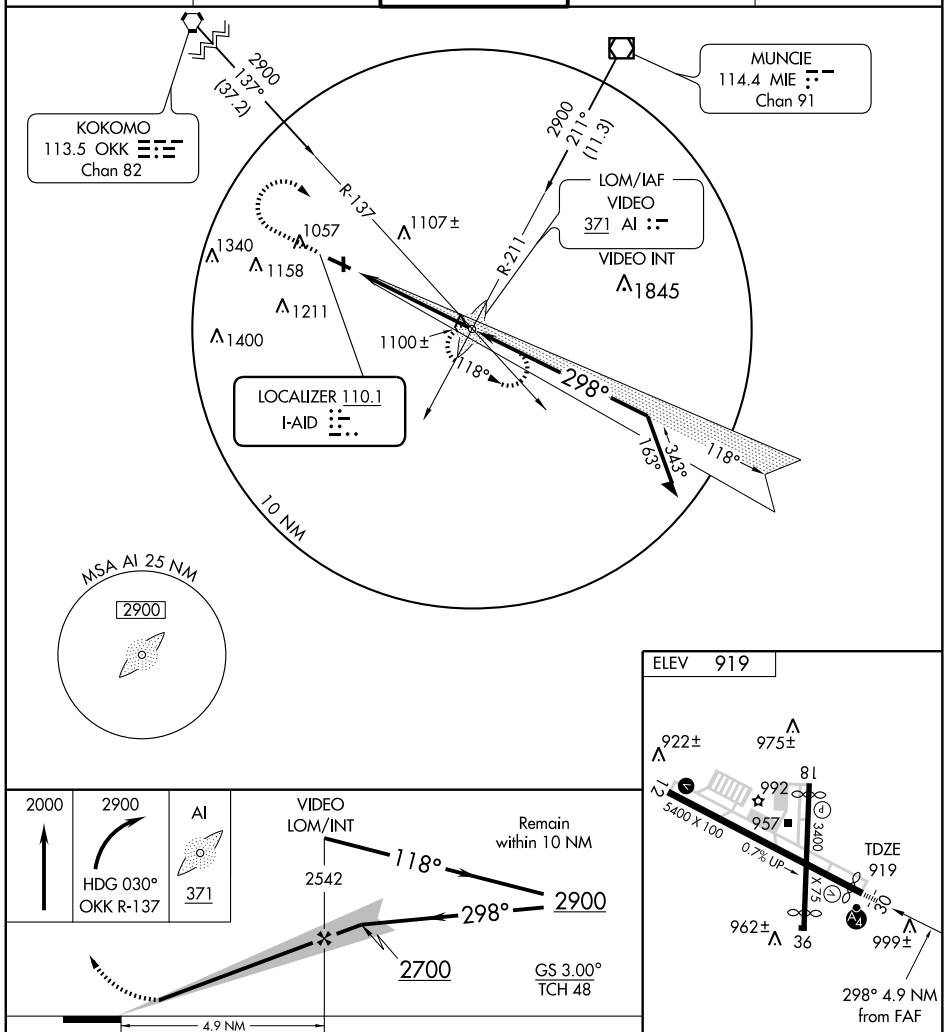
ANDERSON MUNI-DARLINGTON FIELD (AID)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet.

MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 heading 030° and OKK VORTAC R-137 to VIDEO LOM/Int and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
S-ILS 30	1205-1 286 (300-1)			
S-LOC 30	1360-1 441 (500-1)		1360-1¼ 441 (500-1¼)	1360-1½ 441 (500-1½)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB RWY 30

ANDERSON MUNI-DARLINGTON FIELD (AID)

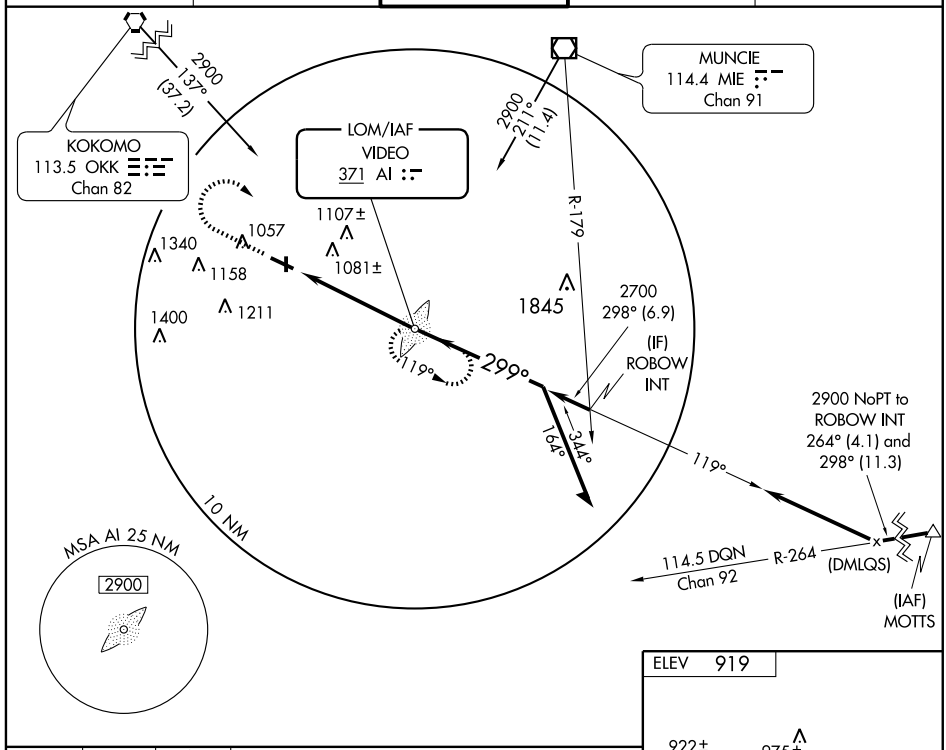
LOM AI	APP CRS	Rwy ldg	5312
371	299°	TDZE	919
		Apt Elev	919

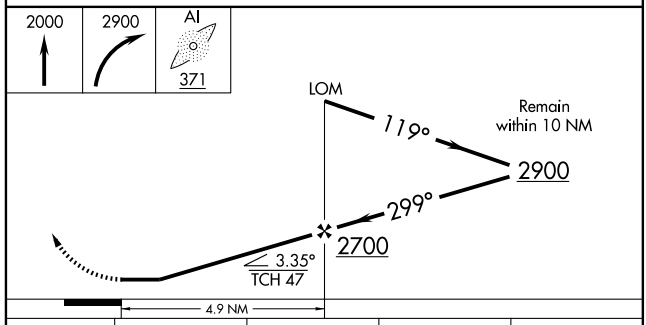
Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 ft, and increase S-30 Cat C/D visibility ¼ mile.

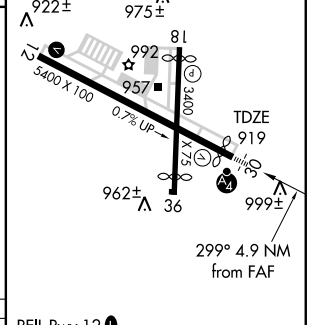
MALSF

MISSED APPROACH: Climb to 2000 then climbing right turn to 2900 direct VIDEO LOM and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER★	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95







REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L

CATEGORY	A	B	C	D
S-30	1400-1	481 (500-1)	1400-1¼ 481 (500-1¼)	1400-1½ 481 (500-1½)
CIRCLING	1400-1	481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 56415 W30A	APP CRS 298°	Rwy ldg 5312 TDZE 919 Apt Elev 919

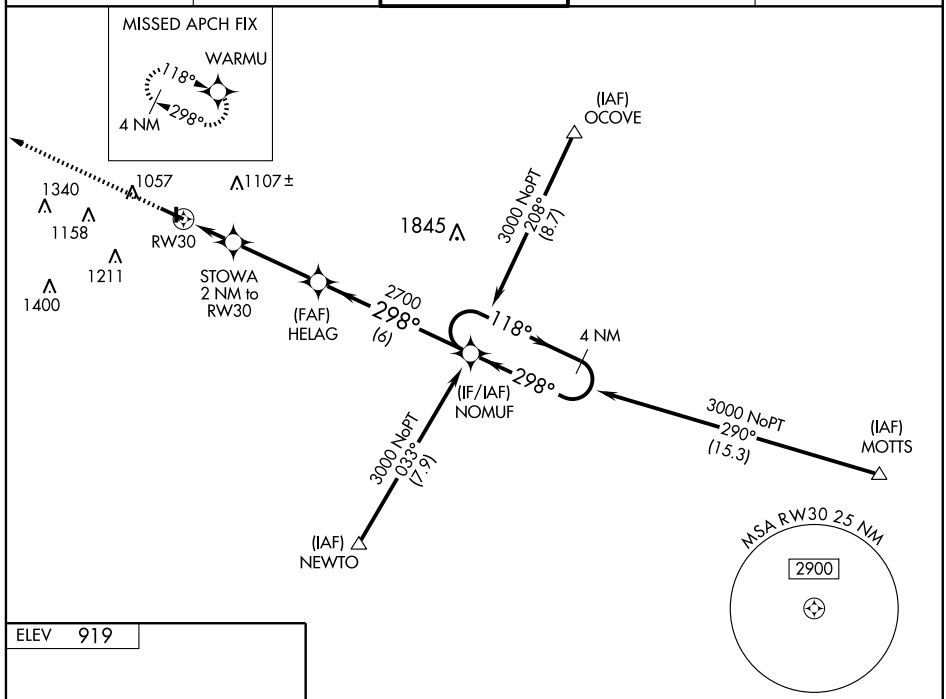
RNAV (GPS) RWY 30
ANDERSON MUNI-DARLINGTON FIELD (AID)

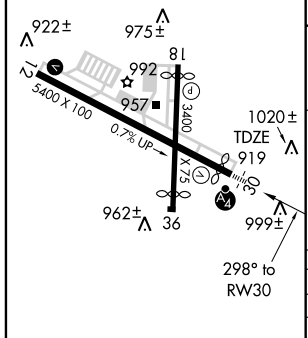
Circling to Rwy 36 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muncie altimeter setting and increase all DA 32 feet and all MDA 40 feet, and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MALSF

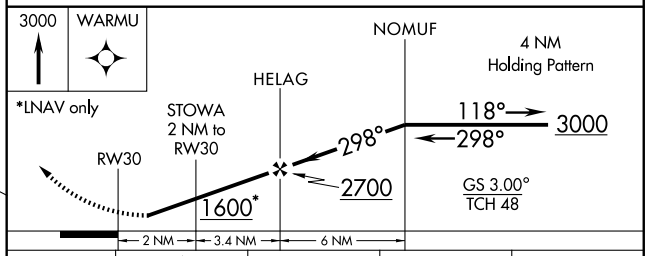
MISSED APPROACH: Climb to 3000 direct WARMU and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER*	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95





REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	1234-1 315 (400-1)			
LNAV/VNAV DA	1367-1½ 448 (500-1½)			
LNAV MDA	1280-1 361 (400-1)			1280-1¼ 361 (400-1¼)
CIRCLING	1360-1 441 (500-1)	1400-1 481 (500-1)	1400-1½ 481 (500-1½)	1500-2 581 (600-2)

VOR/DME MIE	APP CRS	Rwy ldg	N/A
114.4	235°	TDZE	N/A
Chan 91		Apt Elev	919

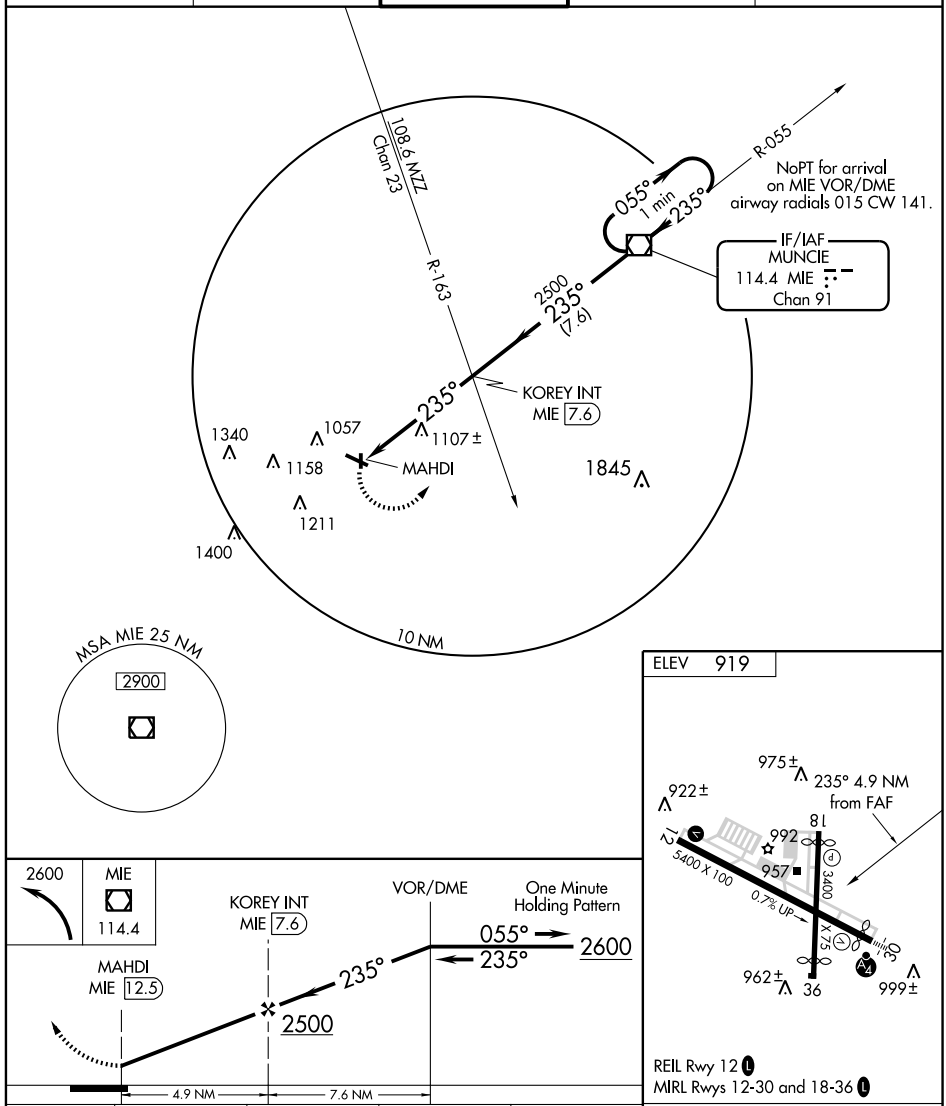
VOR-A

ANDERSON MUNI-DARLINGTON FIELD (AID)

When local altimeter setting not received, use Muncie altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2600 direct MIE VOR/DME and hold.

AWOS-3	INDIANAPOLIS CENTER	ANDERSON TOWER*	GND CON	UNICOM
118.375	120.65 317.8	126.0 (CTAF) L	121.6	122.95



CATEGORY	A	B	C	D
CIRCLING	1420-1 501 (600-1)		1420-1½ 501 (600-1½)	1500-2 581 (600-2)

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

NDB ANQ	APP CRS	Rwy ldg	4000
347	044°	TDZE	990
		Apt Elev	995

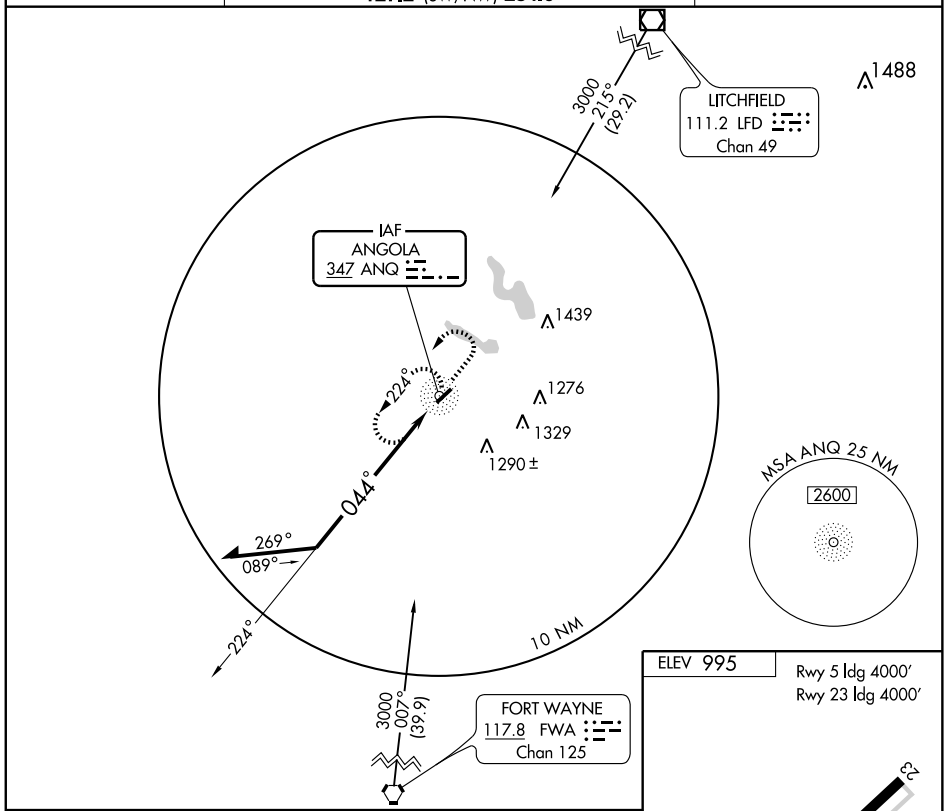
NDB RWY 5

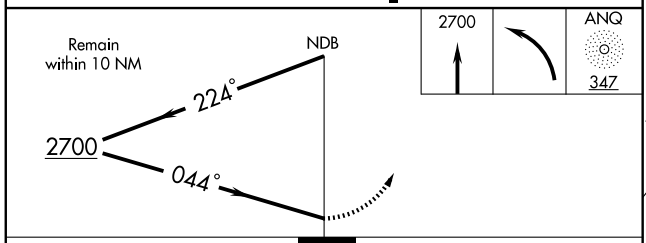
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

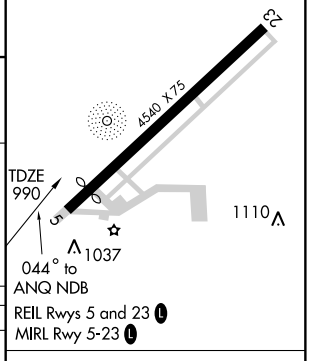
NA

MISSED APPROACH: Climb to 2700 then left turn direct ANQ NDB and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-5	1560-1	570 (600-1)	1560-1½ 570 (600-1½)	NA
CIRCLING	1560-1	565 (600-1)	1560-1½ 565 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4000
052°	TDZE	990
	Apt Elev	995

RNAV (GPS) RWY 5

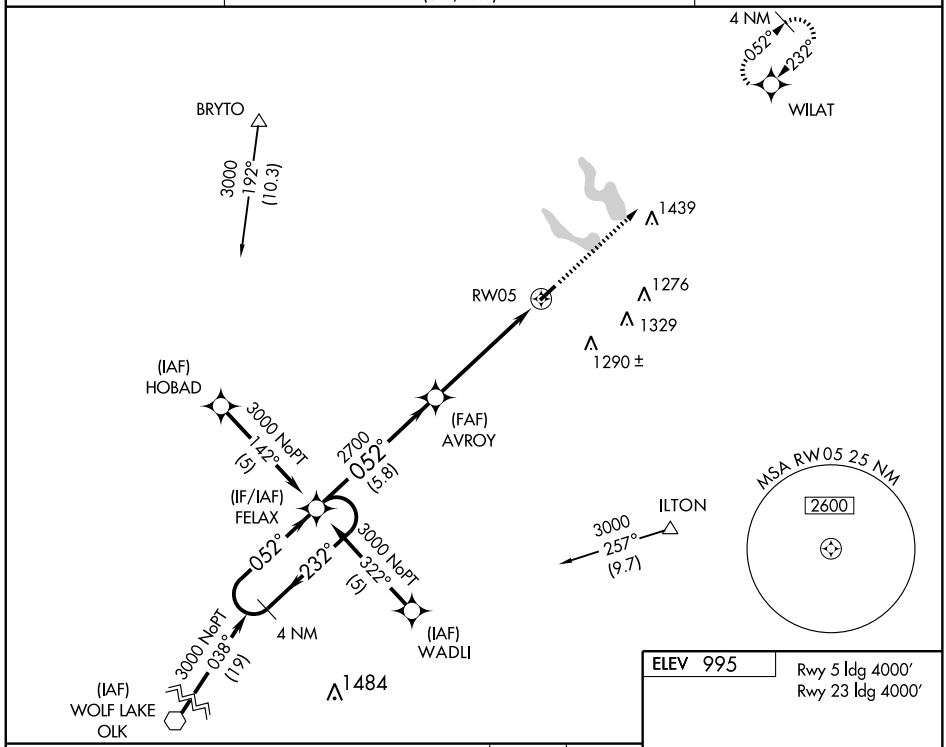
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

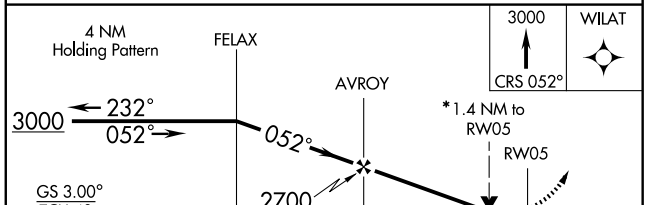
NA

BARO-VNAV NA below -17°C (1°F).
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

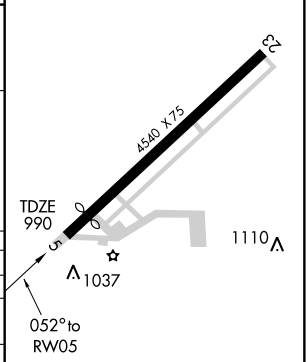
MISSED APPROACH: Climb to 3000 via 052° course to WILAT WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1400 - 1½ 410(500-1½)			NA
LNAV MDA	1460 - 1 470(500-1)		1460 - 1¼ 470(500-1¼)	NA
CIRCLING	1520 - 1½ 525(600-1½)			NA



EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4000
232°	TDZE	995
	Apt Elev	995

RNAV (GPS) RWY 23

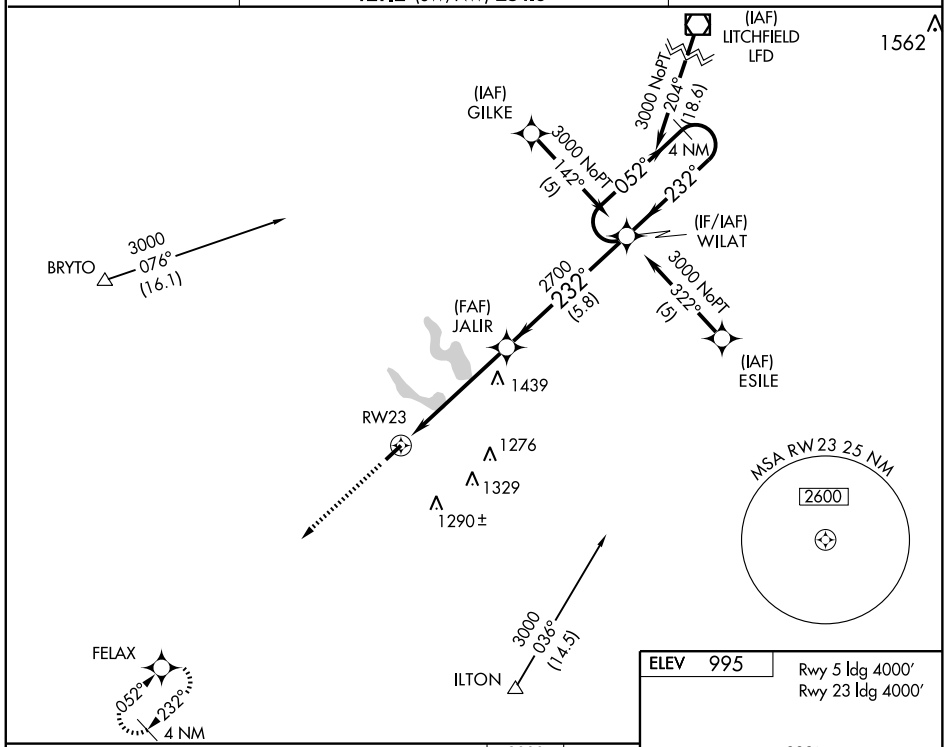
ANGOLA/ TRI-STATE STEUBEN COUNTY (ANQ)

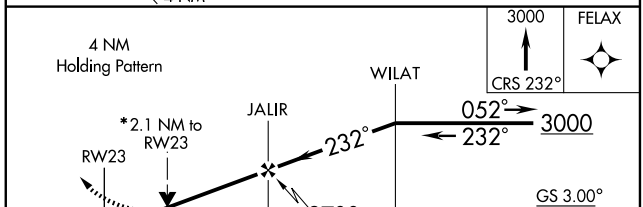
NA

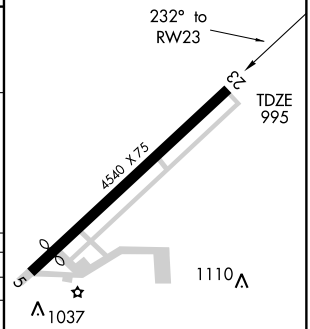
BARO-VNAV NA below -17°C (1°F).
GPS or RNP-0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 232° course to FELAX WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.175	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	123.075 (CTAF) L







REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	1460 - 1¾ 465 (500-1¾)			NA
LNAV MDA	1700 - 1 705 (800-1)		1700 - 2 705 (800-2)	NA
CIRCLING	1700 - 1¾ 705 (800-1¾)		1700 - 2 705 (800-2)	NA

EC-2. 14 JAN 2010 to 11 FEB 2010

ILS or LOC RWY 27
AUBURN / DE KALB COUNTY (GWB)

LOC DME I-GWB	APP CRS	Rwy ldg 5000
108.75	274°	TDZE 880
Chan 24 (Y)		Apt Elev 880

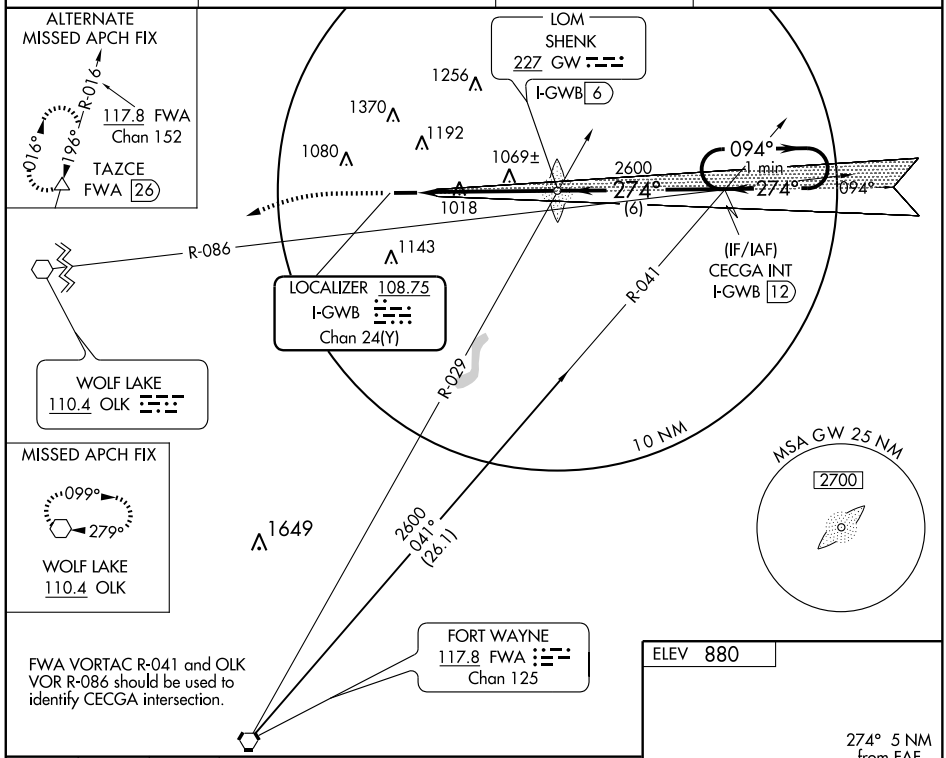
When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, when using Fort Wayne Intl altimeter setting increase S-ILS 27 all Cats visibility to 1. VDP NA when using Fort Wayne Intl altimeter setting.

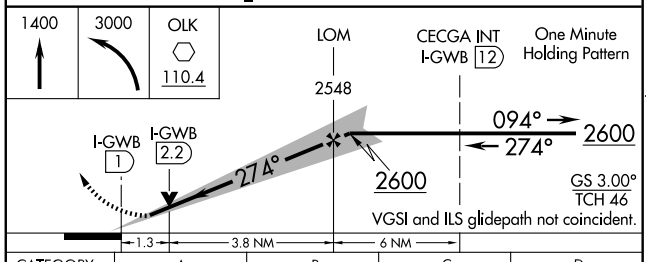
NA

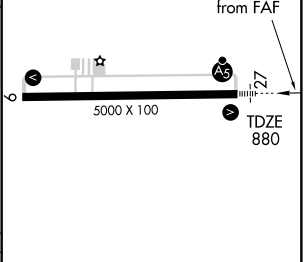
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1080-½ 200 (200-½)			
S-LOC 27	1320-½ 440 (500-½)		1320-¾ 440 (500-¾)	1320-1 440 (500-1)
CIRCLING	1320-1 440 (500-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 40201 W09A	APP CRS 094°	Rwy ldg 5000 TDZE 880 Apt Elev 880

RNAV (GPS) RWY 9

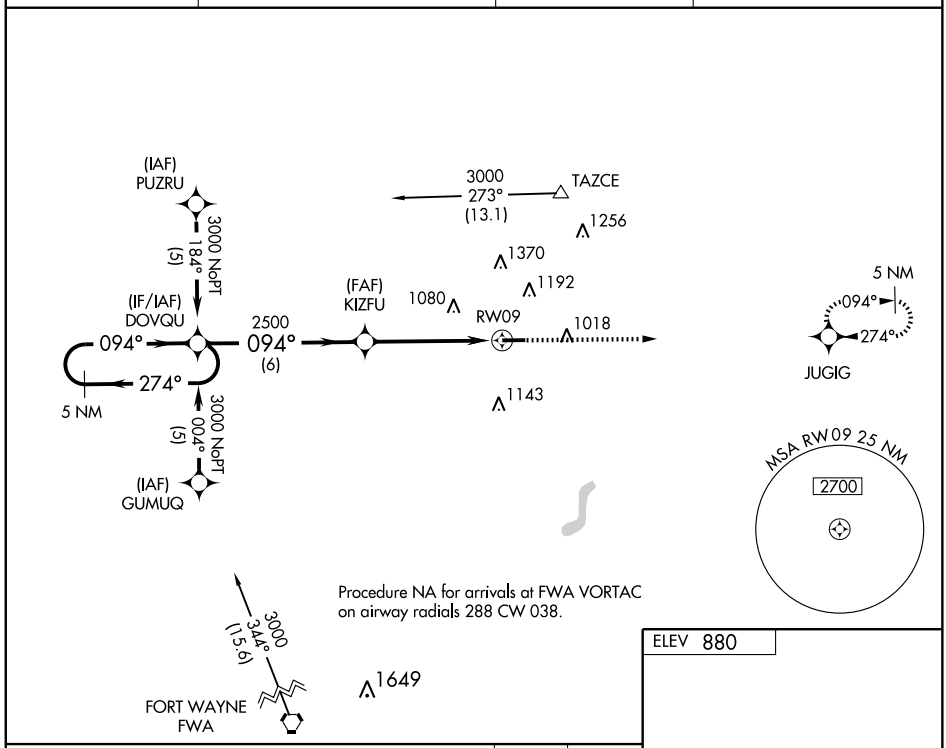
AUBURN / DE KALB COUNTY (GWB)

If local altimeter setting ot received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Visibility reductions by helicopters NA. DME/DME RNP-0.3 NA.

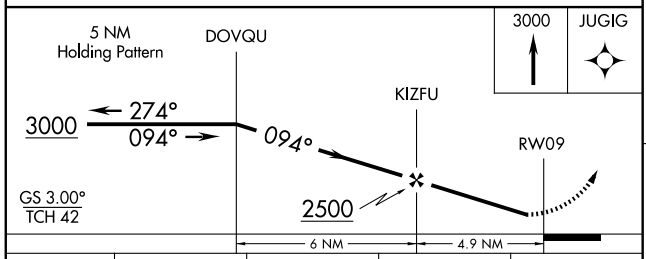
NA

MISSED APPROACH: Climb to 3000 direct JUGIG and hold.

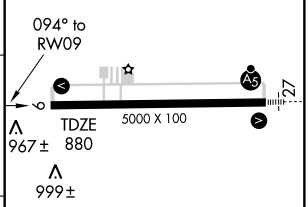
AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L



Procedure NA for arrivals at FWA VORTAC on airway radials 288 CW 038.



ELEV 880



CATEGORY	A	B	C	D
LPV DA	1182-1 302 (400-1)			
LNAV/ VNAV DA	1237-1¼ 357 (400-1¼)			
LNAV MDA	1220-1 340 (400-1)			
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

WAAS CH 86401 W27A	APP CRS 274°	Rwy ldg 5000 TDZE 880 Apt Elev 880

RNAV (GPS) RWY 27
AUBURN / DE KALB COUNTY (GWB)

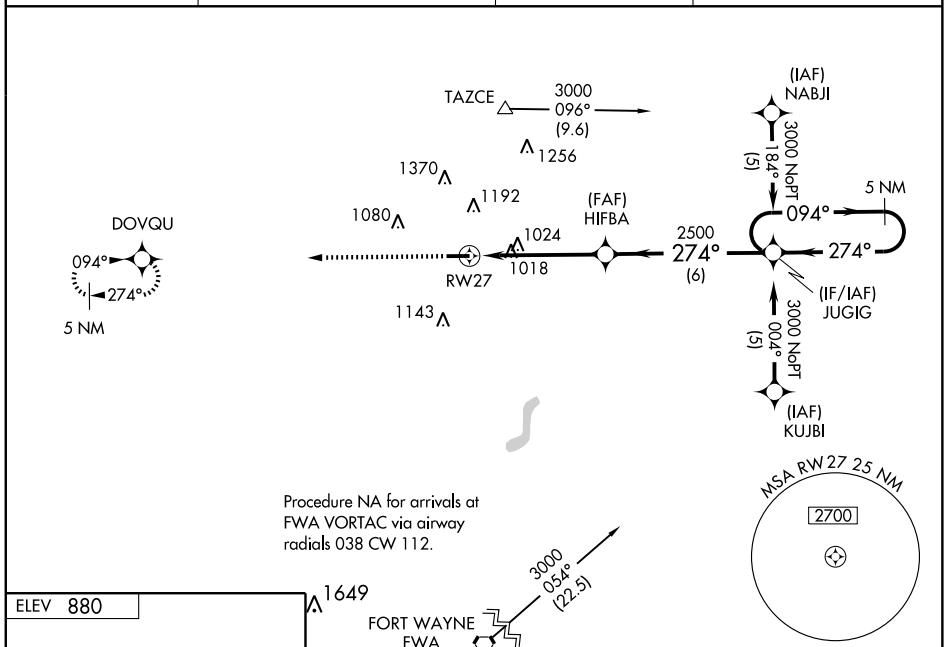
T A NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase LPV DA 60 feet, LNAV/VNAV DA 180 feet, and all MDAs 60 feet. VDP and Baro-VNAV NA when using Fort Wayne Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1, and Cat D visibiltiy to 1¼. Inoperative table does not apply to LPV. DME/DME RNP-0.3 NA.

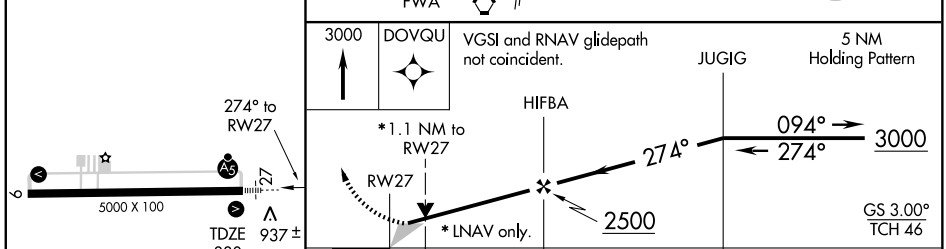
MALSR A5

MISSED APPROACH: Climb to 3000 direct DOVQU and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L



ELEV 880



CATEGORY	A	B	C	D
LPV DA	1130-¾ 250 (300-¾)			
LNAV/ VNAV DA	1207-¾ 327 (400-¾)			
LNAV MDA	1280-¾ 400 (400-¾)			1280-1 400 (400-1)
CIRCLING	1280-1 400 (400-1)	1340-1 460 (500-1)	1560-2 680 (700-2)	1560-2¼ 680 (700-2¼)

REIL Rwys 9 and 27
MIRL Rwy 9-27 L

VORTAC FWA	APP CRS	Rwy ldg	N/A
117.8	016°	TDZE	N/A
Chan 125		Apt Elev	881

VOR or GPS-A

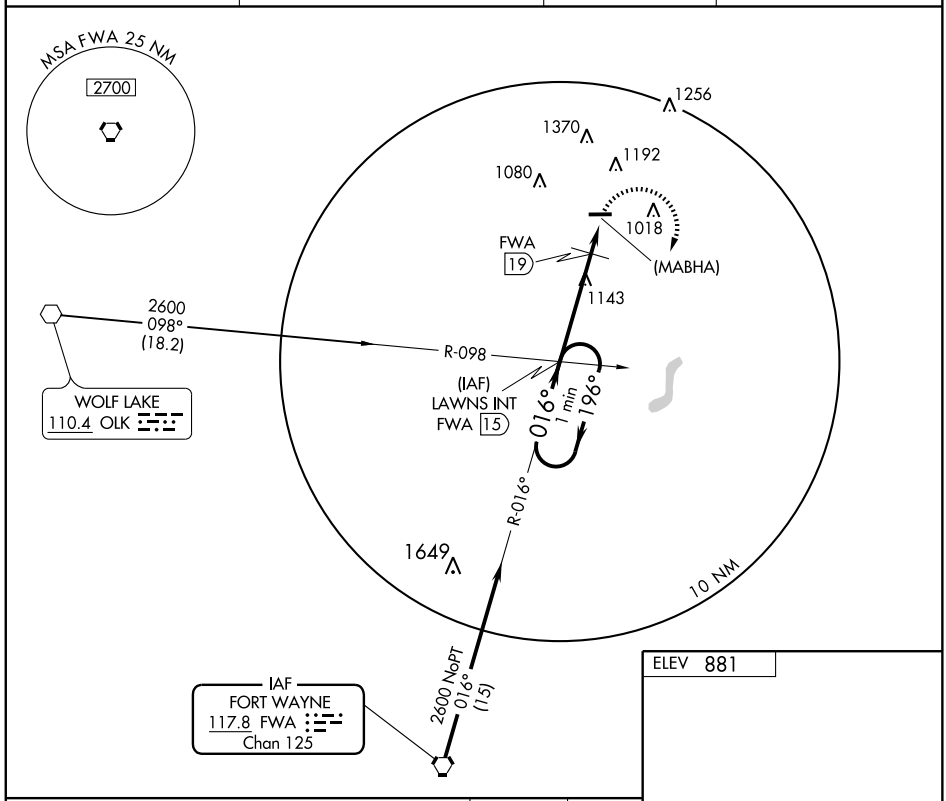
AUBURN / DE KALB COUNTY (GWB)

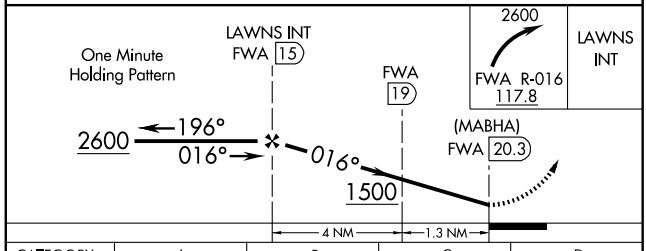
NA

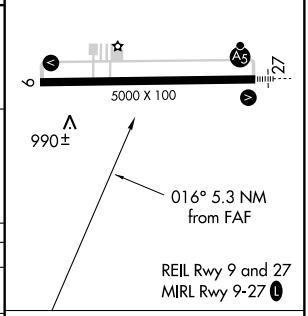
Use Fort Wayne altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via FWA R-016 to LAWNS Int and hold.

AWOS-3	FORT WAYNE APP CON		CLNC DEL	UNICOM
124.15	127.2	284.6	126.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1500-1 619 (700-1)	1500-1¼ 619 (700-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)
DME MINIMUMS				
CIRCLING	1360-1 479 (500-1)	1360-1¼ 479 (500-1¼)	1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

EC-2. 14 JAN 2010 to 11 FEB 2010

VOR OLK	APP CRS	Rwy ldg	5000
110.4	082°	TDZE	881
		Apt Elev	881

VOR RWY 9

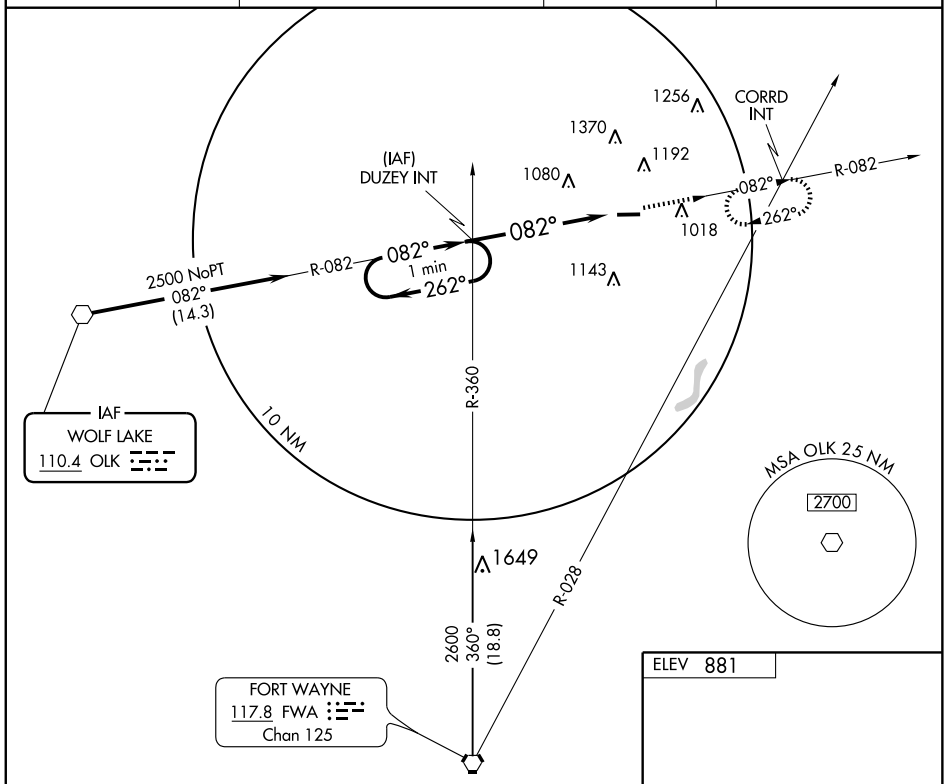
AUBURN / DE KALB COUNTY (GWB)

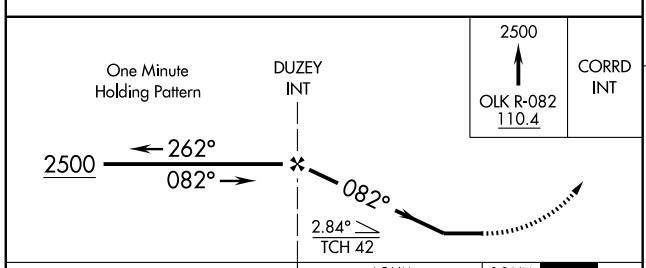
NA

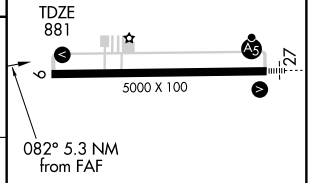
Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2500 via OLK R-082 to CORRD Int and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
124.15	127.2 284.6	126.6	123.0 (CTAF) L







REIL Rwys 9 and 27
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1360-1 479 (500-1)		1360-1¼ 479 (500-1¼)	1360-1½ 479 (500-1½)
CIRCLING	1360-1 479 (500-1)		1600-2 719 (800-2)	1600-2¼ 719 (800-2¼)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4501
131°	TDZE	721
	Apt Elev	728

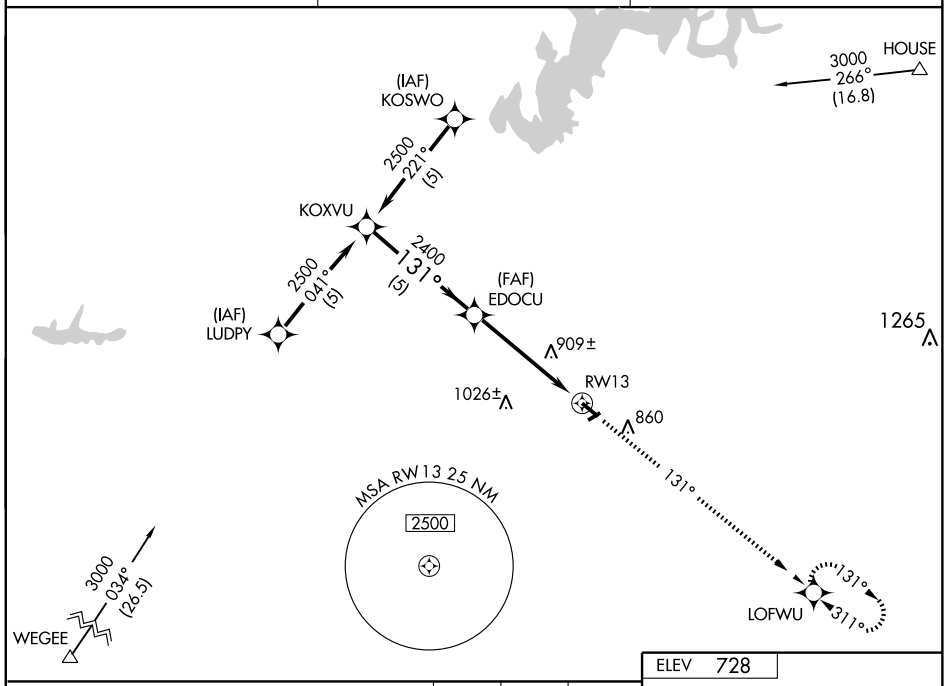
GPS RWY 13

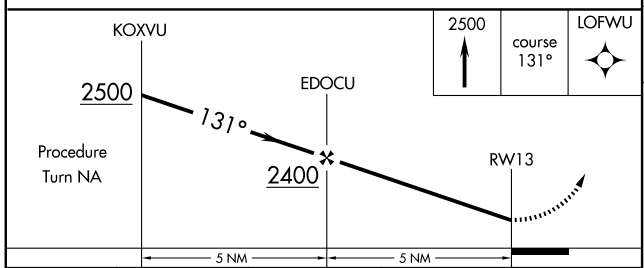
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

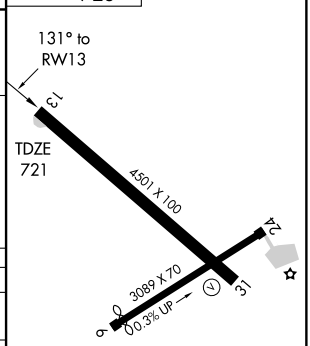
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 via course 131° to LOFWU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4501
311°	TDZE	726
	Apt Elev	728

GPS RWY 31

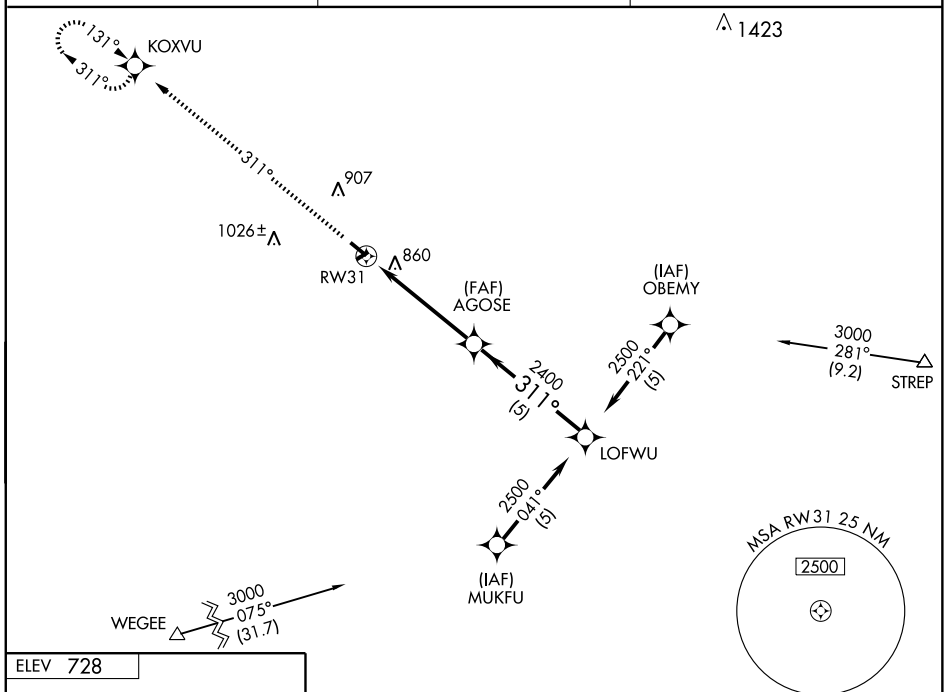
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

NA

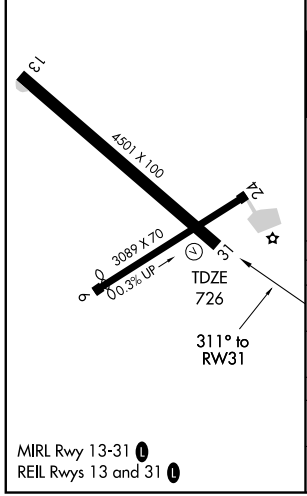
Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

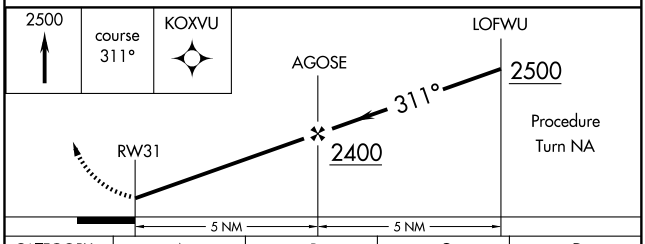
MISSED APPROACH: Climb to 2500 via 311° course to KOXVU WP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L



ELEV 728





CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 674 (700-2¼)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM	APP CRS	Rwy ldg 4501
110.2	159°	TDZE 721
Chan 39		Apt Elev 728

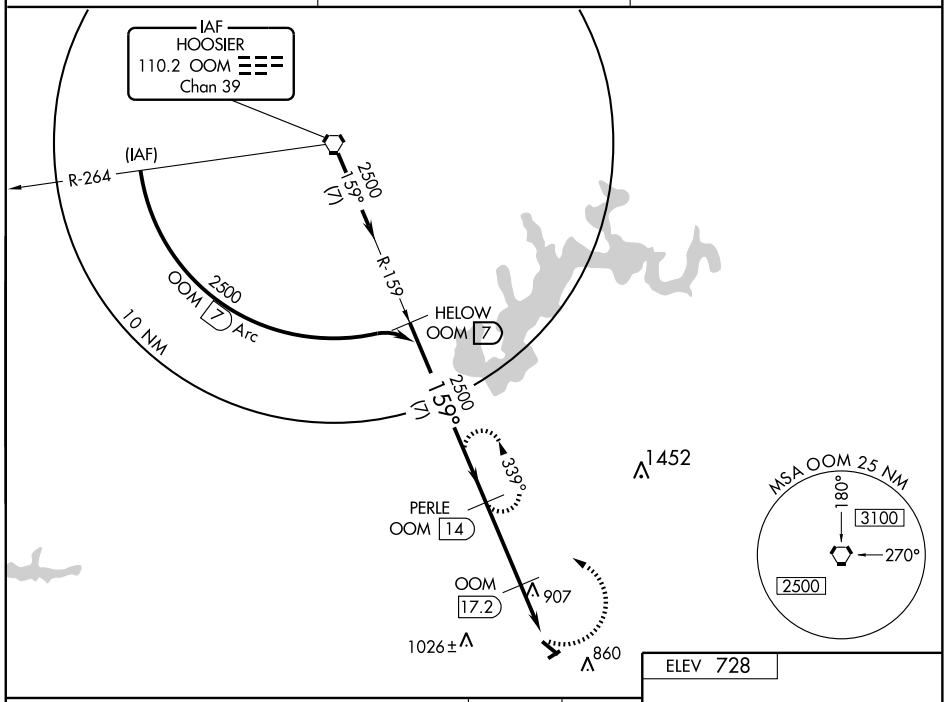
VOR/DME RWY 13

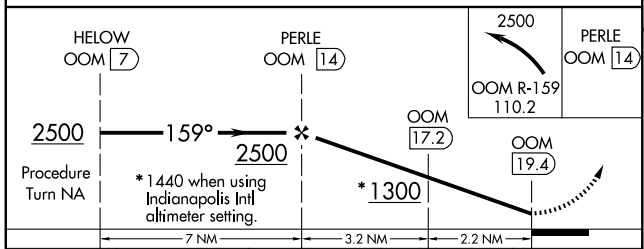
BEDFORD/ VIRGIL I. GRISSOM MUNI (BFR)

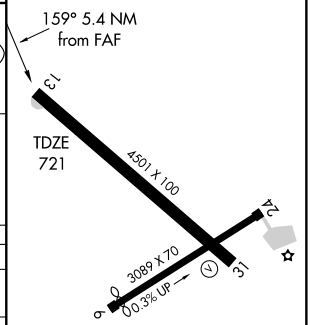
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via OOM R-159 to PERLE 14 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	1160-1 439 (500-1)		1160-1¼ 439 (500-1¼)	1160-1½ 439 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-13	1300-1 579 (600-1)		1300-1½ 579 (600-1½)	1300-1¾ 579 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM	APP CRS	Rwy ldg 4501
110.2	338°	TDZE 726
Chan 39		Apt Elev 728

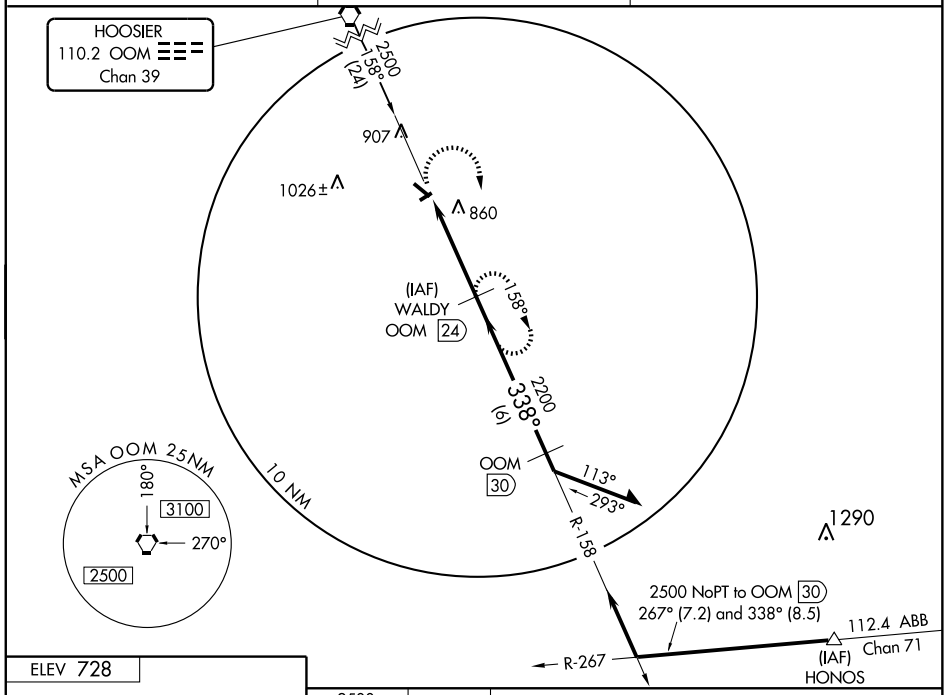
VOR/DME RWY 31

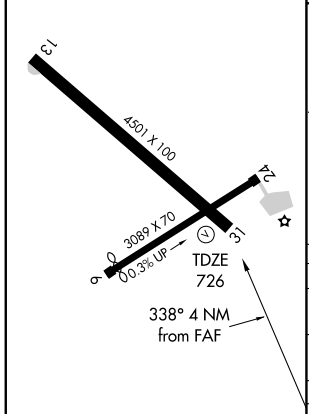
BEDFORD/VIRGIL I. GRISSOM MUNI (BFR)

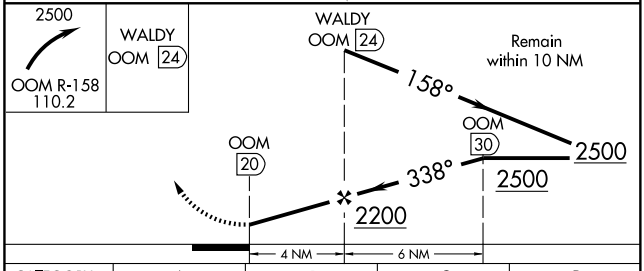
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OOM R-158 to WALDY OOM 24 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.125	124.775 269.45	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	1160-1 434 (500-1)		1160-1¼ 434 (500-1¼)	1160-1½ 434 (500-1½)
CIRCLING	1220-1 492 (500-1)		1220-1½ 492 (500-1½)	1280-2 552 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-31	1300-1 574 (600-1)		1300-1½ 574 (600-1½)	1300-1¾ 574 (600-1¾)
CIRCLING	1360-1 632 (700-1)		1360-1¾ 632 (700-1¾)	1400-2¼ 672 (700-2¼)

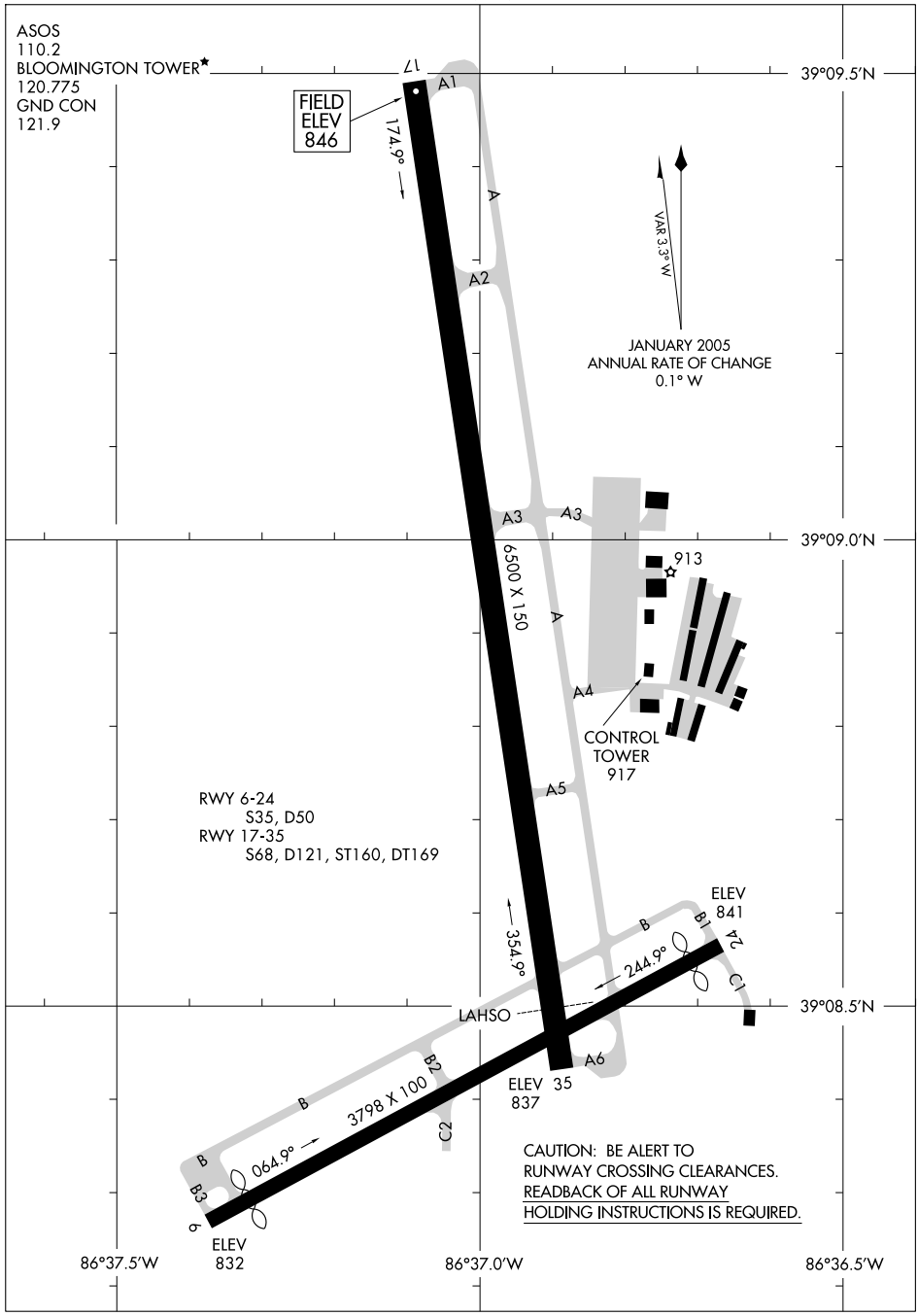
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

EC-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-5168 (FAA)

BLOOMINGTON / MONROE COUNTY (BMG)
BLOOMINGTON, INDIANA



LOC I-BMG	APP CRS	Rwy ldg	6500
108.3	354°	TDZE	844
		Apt Elev	846

ILS or LOC/DME RWY 35

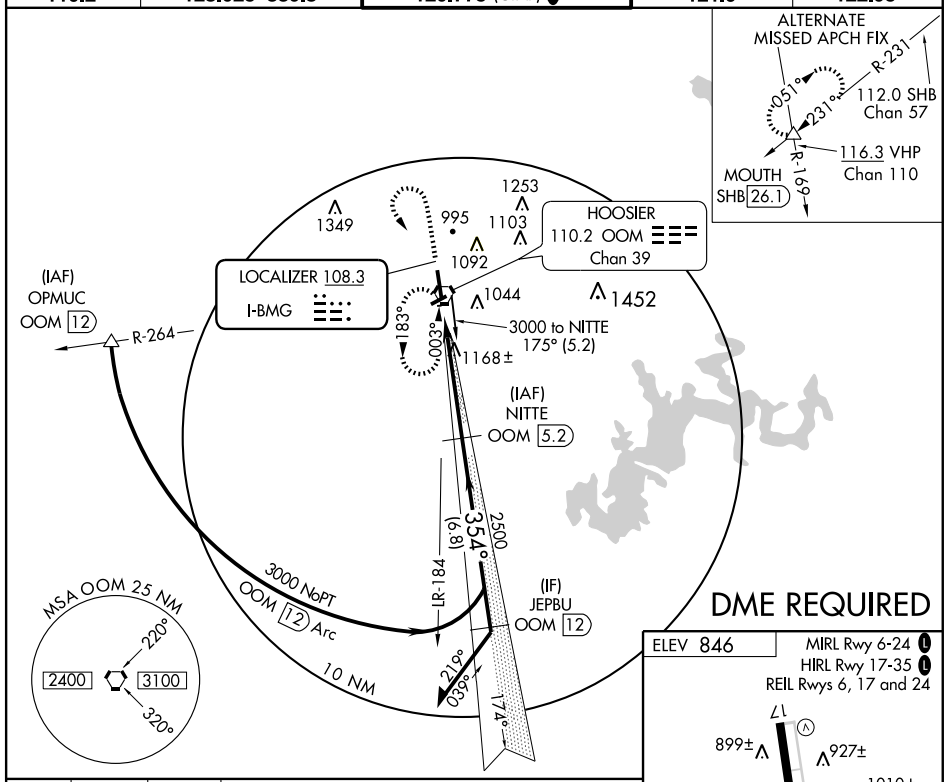
BLOOMINGTON / MONROE COUNTY (BMG)

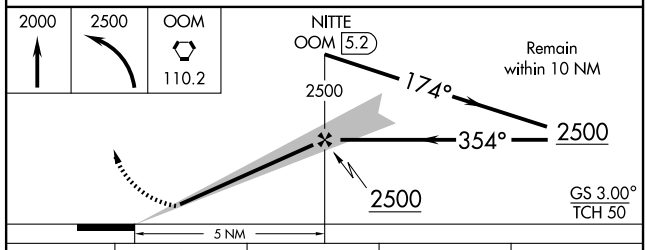
When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase S-ILS 35 all Cats visibility ¼ mile, S-LOC 35 Cat C, D and circling Cat C visibility ½ mile and circling Cat D visibility ¼ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase S-ILS 35 all Cats visibility to 1¼ miles. DME from OOM VORTAC. Simultaneous reception of I-BMG and OOM DME required.

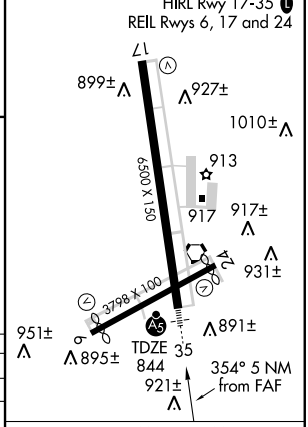
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 35	1044-½ 200 (200-½)			
S-LOC 35	1420-½ 576 (600-½)		1420-1 576 (600-1)	1420-1¼ 576 (600-1¼)
CIRCLING	1420-1 574 (600-1)		1420-1½ 574 (600-1½)	1420-2 574 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

APP CRS	Rwy ldg	3494
064°	TDZE	841
	Apt Elev	846

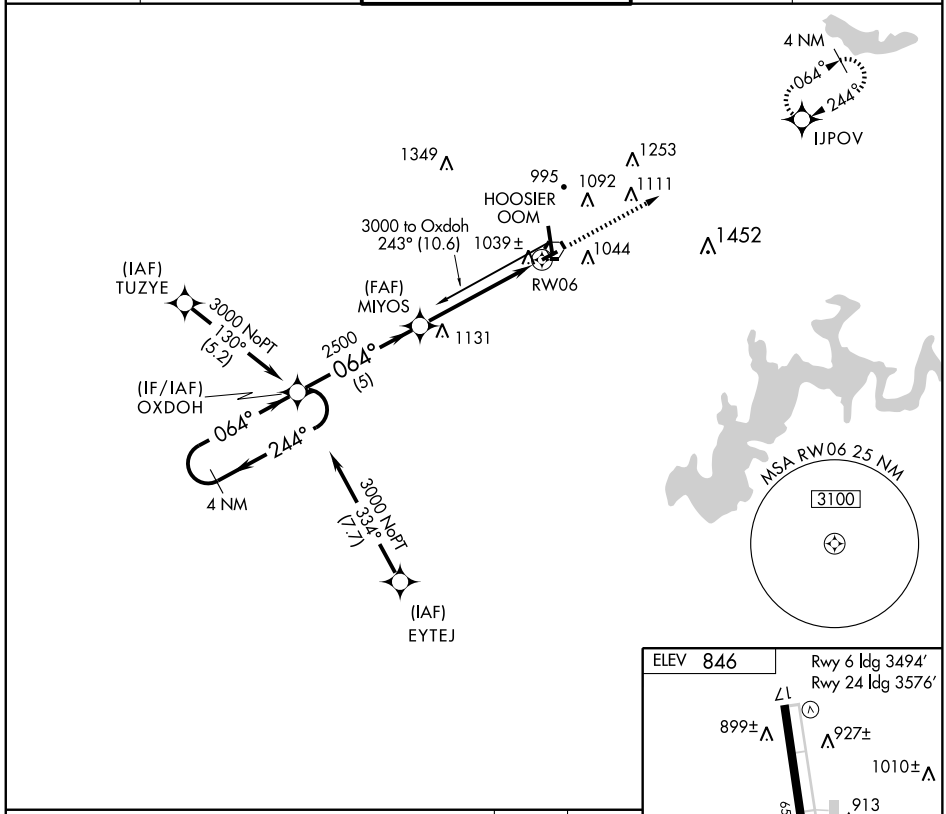
RNAV (GPS) RWY 6
BLOOMINGTON / MONROE COUNTY (BMG)

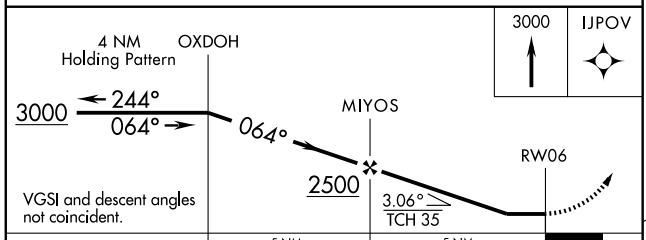
NA

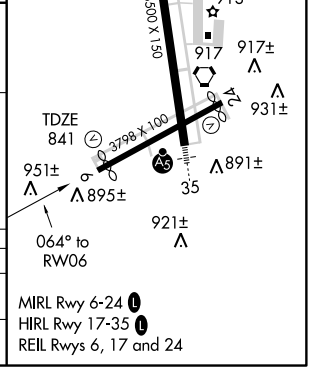
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct IJPOV WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1300-1 459 (500-1)		1300-1¼ 459 (500-1¼)	1300-1½ 459 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

WAAS CH 56412 W17A	APP CRS 174°	Rwy ldg 6500 TDZE 845 Apt Elev 845

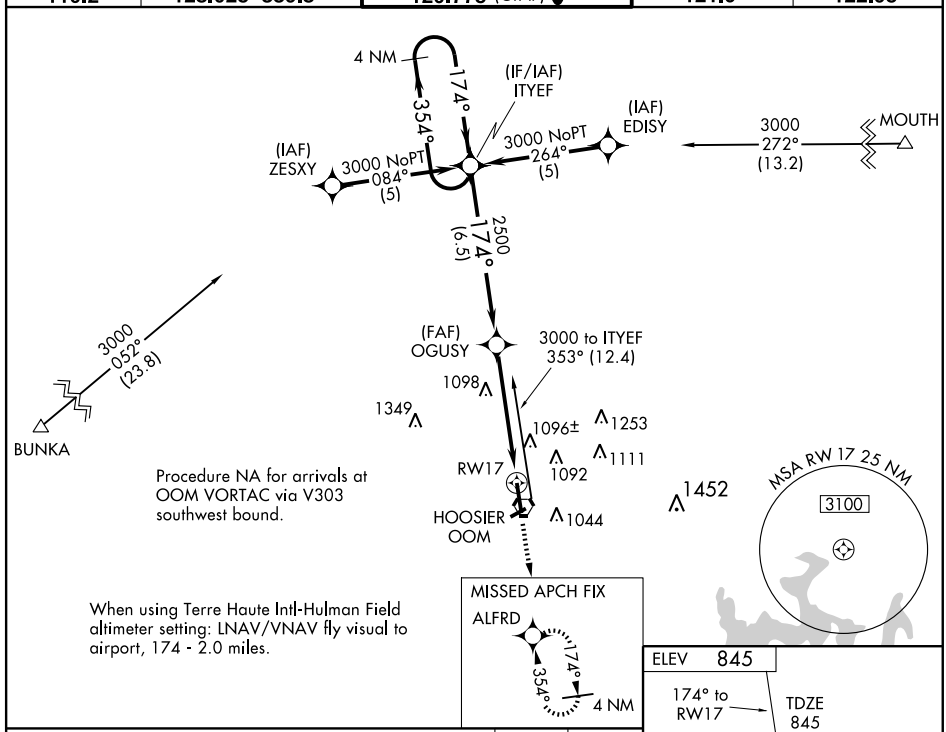
RNAV (GPS) RWY 17

BLOOMINGTON / MONROE COUNTY (BMG)

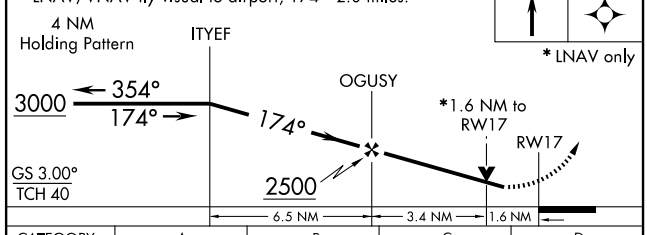
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat C visibility ½ mile, LNAV/VNAV Cat D and Circling D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct ALFRD and hold.

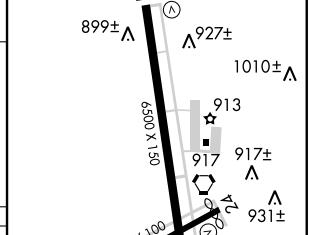
ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95



When using Terre Haute Intl-Hulman Field altimeter setting: LNAV/VNAV fly visual to airport, 174 - 2.0 miles.



CATEGORY	A	B	C	D
LPV DA	1229-1¼ 384 (400-1¼)			
LNAV/VNAV DA	1404-2 559 (600-2)			
LNAV MDA	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-1¾ 555 (600-1¾)
CIRCLING	1400-1 555 (600-1)		1400-1½ 555 (600-1½)	1400-2 555 (600-2)



EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3576
244°	TDZE	841
	Apt Elev	846

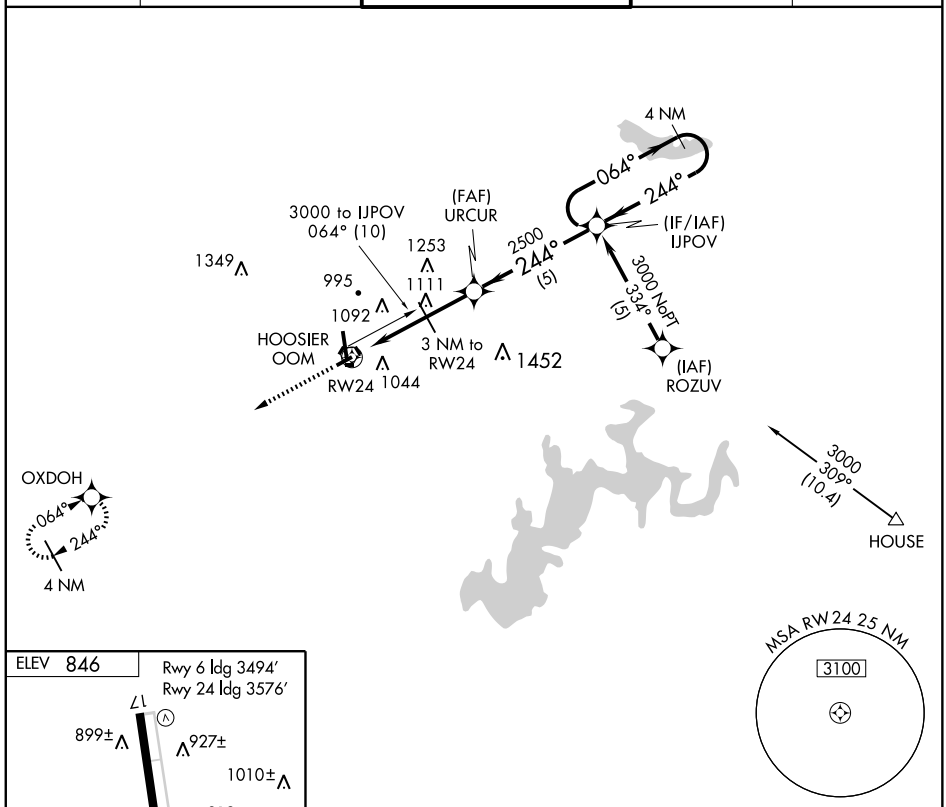
RNAV (GPS) RWY 24
BLOOMINGTON / MONROE COUNTY (BMG)

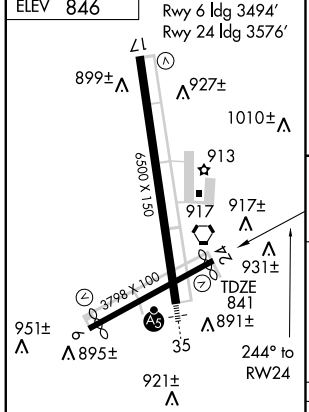
NA

DME/DME RNP-0.3 NA.

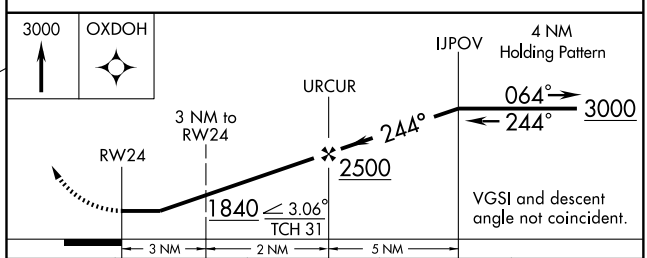
MISSED APPROACH: Climb to 3000 direct OXDOH WP and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95





MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24



CATEGORY	A	B	C	D
LNAV MDA	1320-1 479 (500-1)		1320-1¼ 479 (500-1¼)	1320-1½ 479 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 72812 W35A	APP CRS 354°	Rwy ldg 6500 TDZE 844 Apt Elev 845

RNAV (GPS) RWY 35

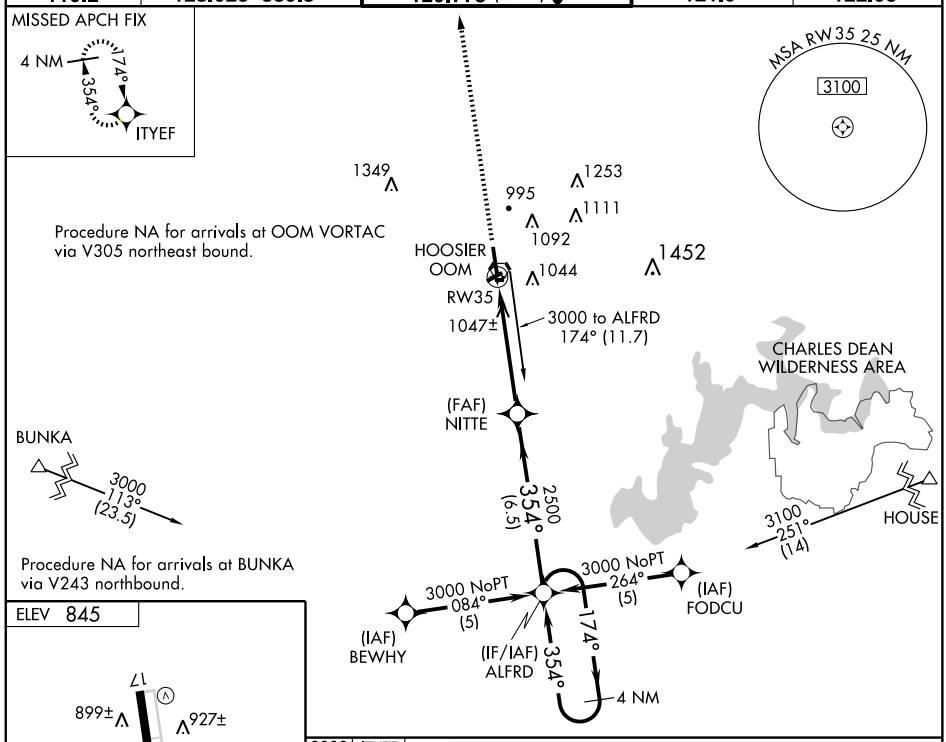
BLOOMINGTON / MONROE COUNTY (BMG)

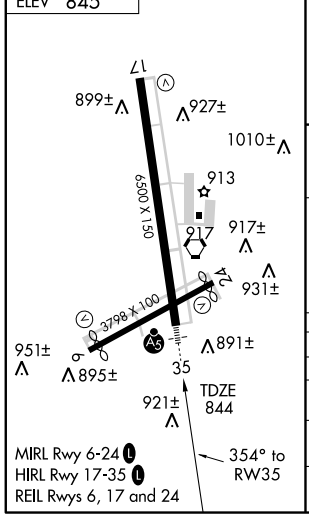
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all DA 121 feet and all MDA 140 feet and increase LPV all Cats, LNAV Cat C, D and Circling Cat D visibility ¼ mile, LNAV/VNAV all Cats and Circling C visibility ½ mile. For inoperative MALSR when using Terre Haute Intl-Hulman Field altimeter setting: increase LPV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Terre Haute Intl-Hulman Field altimeter setting.

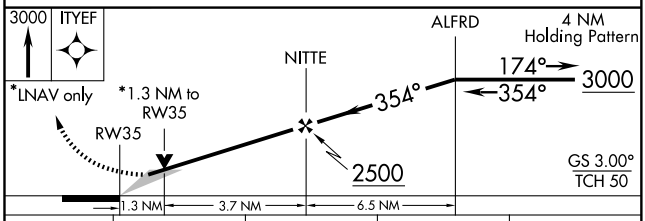
MALSR

MISSED APPROACH: Climb to 3000 direct ITYEF and hold.

ASOS	HULMAN APP CON★	BLOOMINGTON TOWER★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1044-½ 200 (200-½)			
LNAV/VNAV DA	1344-1¼ 500 (500-1¼)			
LNAV MDA	1300-½ 456 (500-½)		1300-¾ 456 (500-¾)	1300-1 456 (500-1)
CIRCLING	1380-1 535 (600-1)	1400-1 555 (600-1)	1400-1½ 555 (600-1½)	1400-2 555 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM	APP CRS	Rwy ldg	3494
110.2	058°	TDZE	840
Chan 39		Apt Elev	846

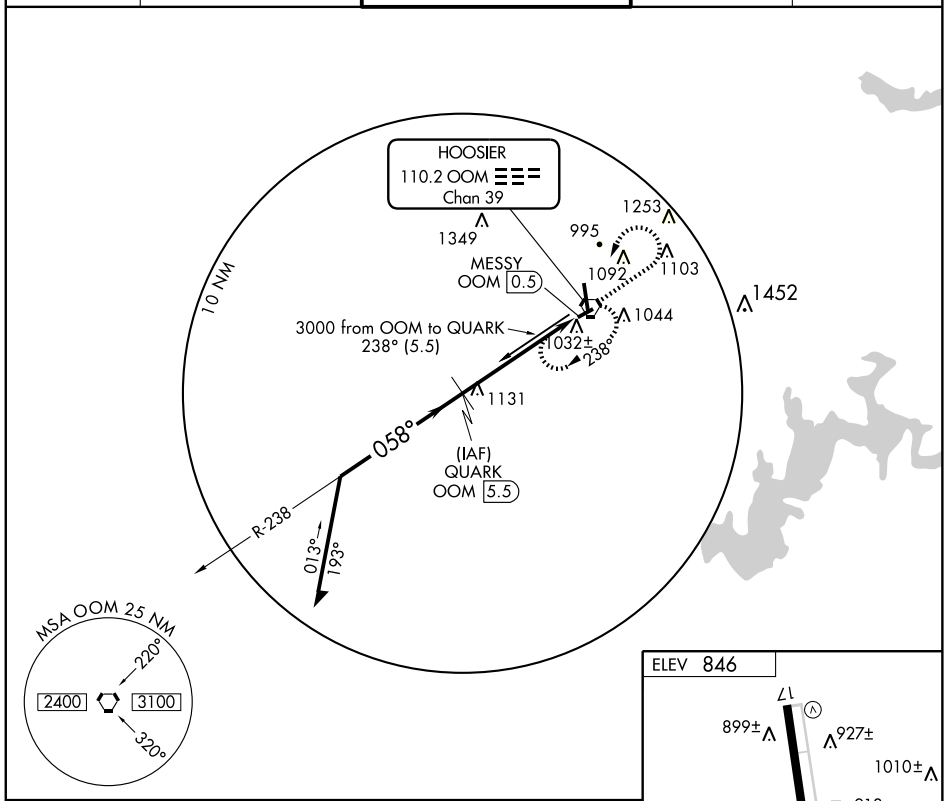
VOR/DME RWY 6

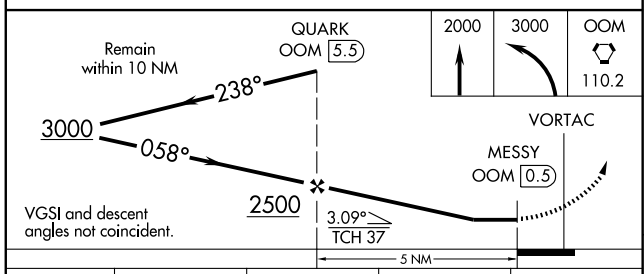
BLOOMINGTON / MONROE COUNTY (BMG)

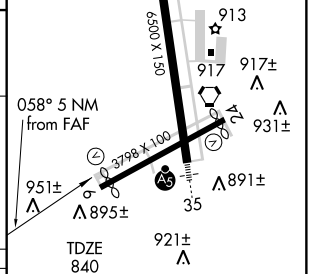
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-6 Cat C, D and circling Cat D visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

CATEGORY	A	B	C	D
S-6	1300-1 460 (500-1)		1300-1¼ 460 (500-1¼)	1300-1½ 460 (500-1½)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM	APP CRS	Rwy ldg	3576
110.2	246°	TDZE	841
Chan 39		Apt Elev	846

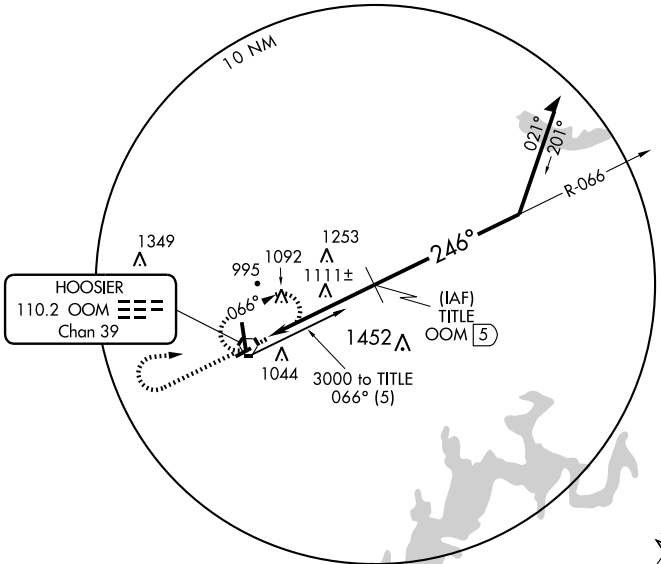
VOR/DME RWY 24

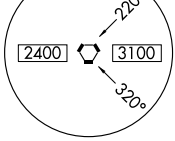
BLOOMINGTON / MONROE COUNTY (BMG)

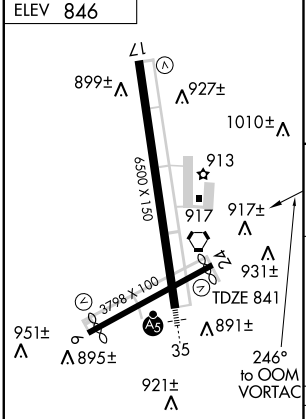
Visibility reduction by helicopters NA. When local altimeter setting not received, use Terre Haute Intl-Hulman Field altimeter setting and increase all MDA 140 feet and S-24 Cat C, D and circling Cat C visibility ½ mile, and circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct OOM VORTAC and hold.

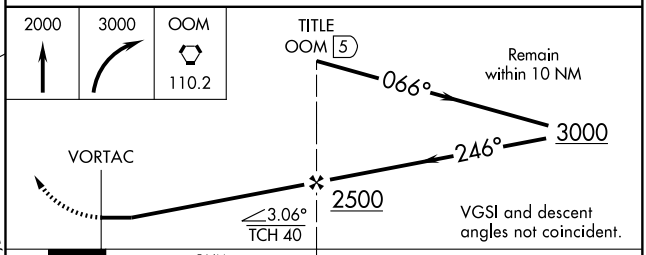
ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24



CATEGORY	A	B	C	D
S-24	1420-1 579 (600-1)		1420-1½ 579 (600-1½)	1420-1¾ 579 (600-1¾)
CIRCLING	1420-1 574 (600-1)		1420-1½ 574 (600-1½)	1420-2 574 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OOM	APP CRS	Rwy ldg	6500
110.2	003°	TDZE	845
Chan 39		Apt Elev	846

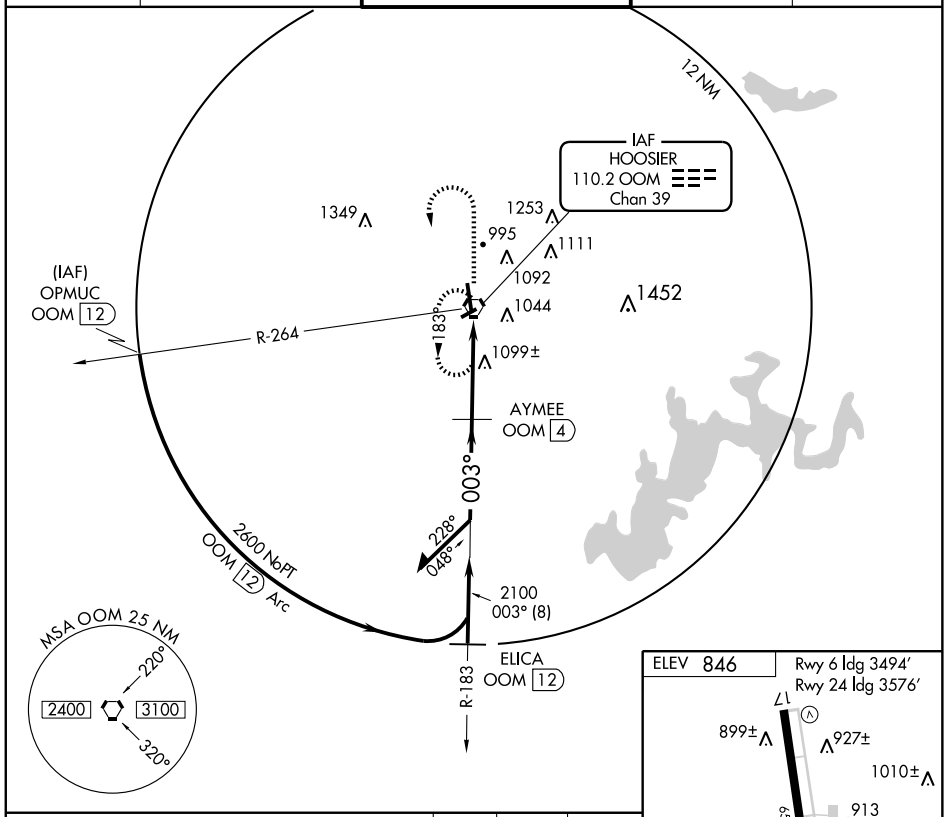
VOR/DME RWY 35

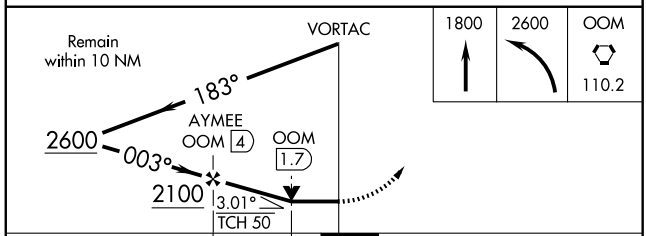
BLOOMINGTON / MONROE COUNTY (BMG)

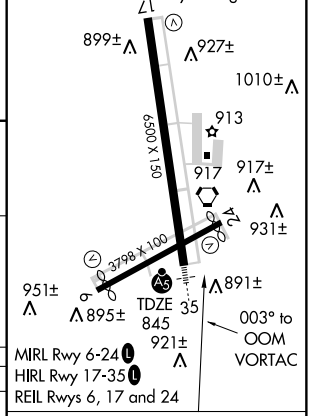
MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







CATEGORY	A	B	C	D
S-35	1360-½ 515 (600-½)		1360-1 515 (600-1)	1360-1¼ 515 (600-1¼)
CIRCLING	1380-1 534 (600-1)	1400-1 554 (600-1)	1400-1½ 554 (600-1½)	1400-2 554 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

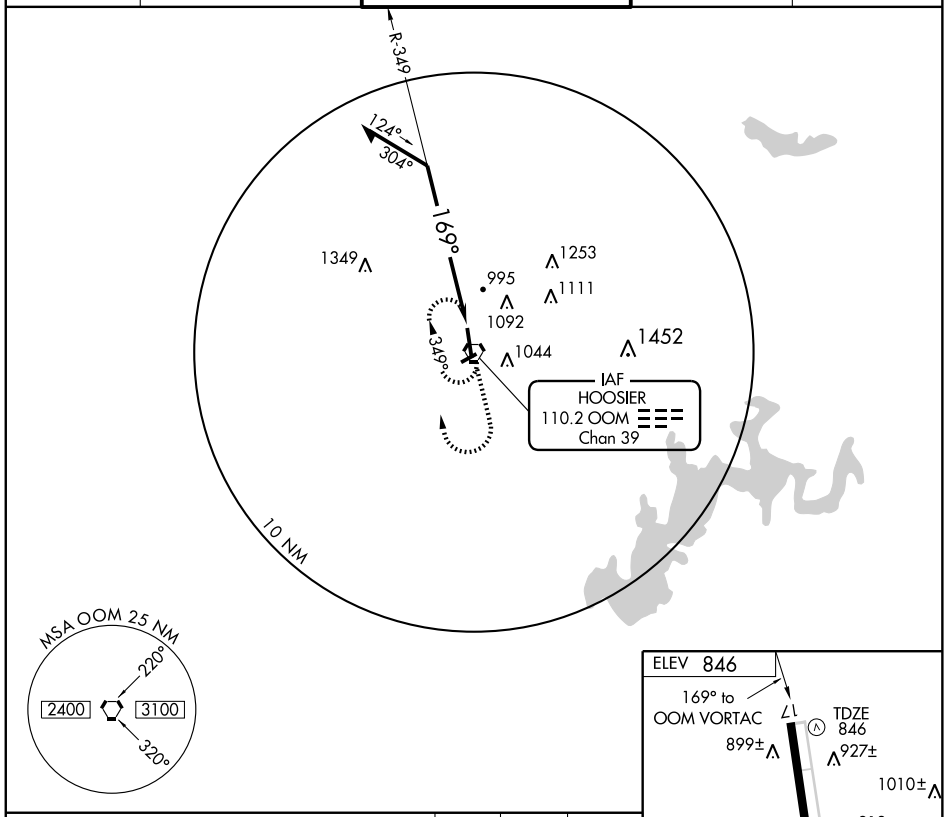
VORTAC OOM 110.2 Chan 39	APP CRS 169°	Rwy ldg 6500 TDZE 846 Apt Elev 846

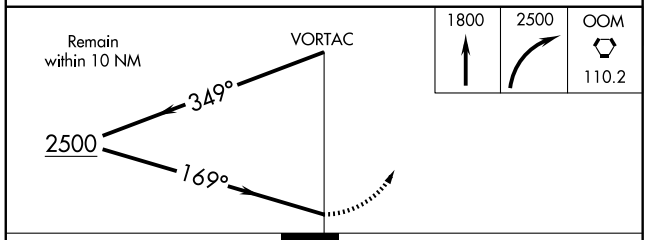
VOR RWY 17

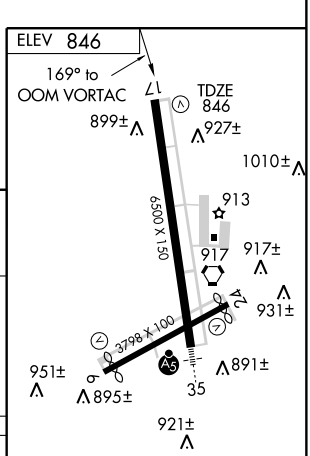
BLOOMINGTON / MONROE COUNTY (BMG)

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct OOM VORTAC and hold.

ASOS	HULMAN APP CON ★	BLOOMINGTON TOWER ★	GND CON	UNICOM
110.2	128.025 339.8	120.775 (CTAF) L	121.9	122.95







MIRL Rwy 6-24 L
HIRL Rwy 17-35 L
REIL Rwys 6, 17 and 24

CATEGORY	A	B	C	D
S-17	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)
CIRCLING	1500-1	654 (700-1)	1500-1¾ 654 (700-1¾)	1500-2 654 (700-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

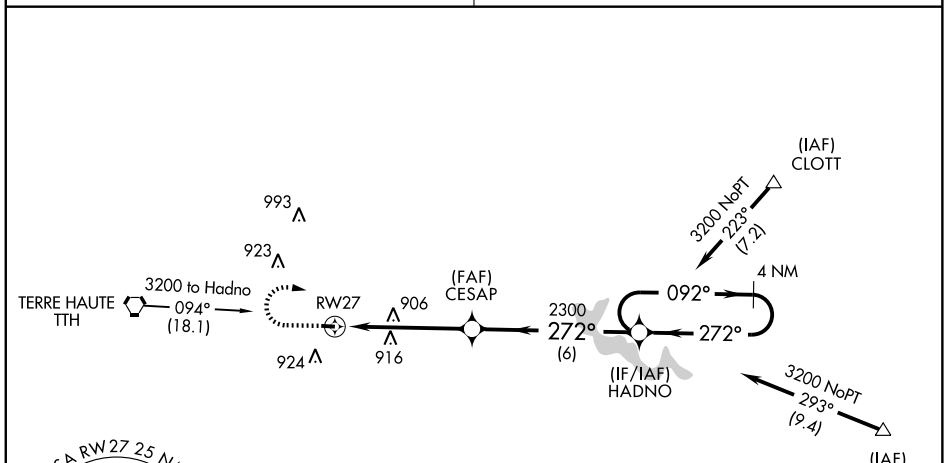
APP CRS	Rwy ldg	2499
272°	TDZE	645
	Apt Elev	645

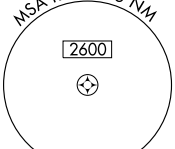
RNAV (GPS) RWY 27
BRAZIL CLAY COUNTY (ØI2)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 2300 then climbing right turn to 3200 direct HADNO WP and hold.

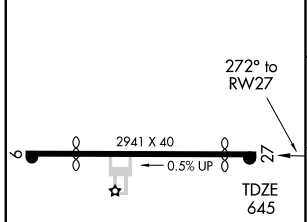
HULMAN APP CON ★	UNICOM
125.45 339.8	**122.8** (CTAF)

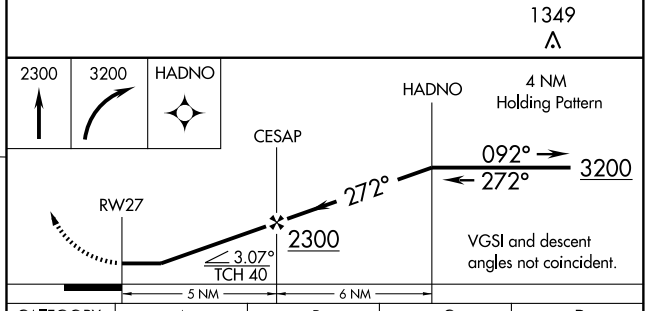




ELEV 645

Rwy 9 ldg 2321′
Rwy 27 ldg 2499′





CATEGORY	A	B	C	D
LNAV MDA	1240-1 595 (600-1)	NA		
CIRCLING	1240-1 595 (600-1)	NA		

LIRL Rwy 9-27

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy ldg	2321
115.3	094°	TDZE	645
Chan 100		Apt Elev	645

VOR or GPS RWY 9

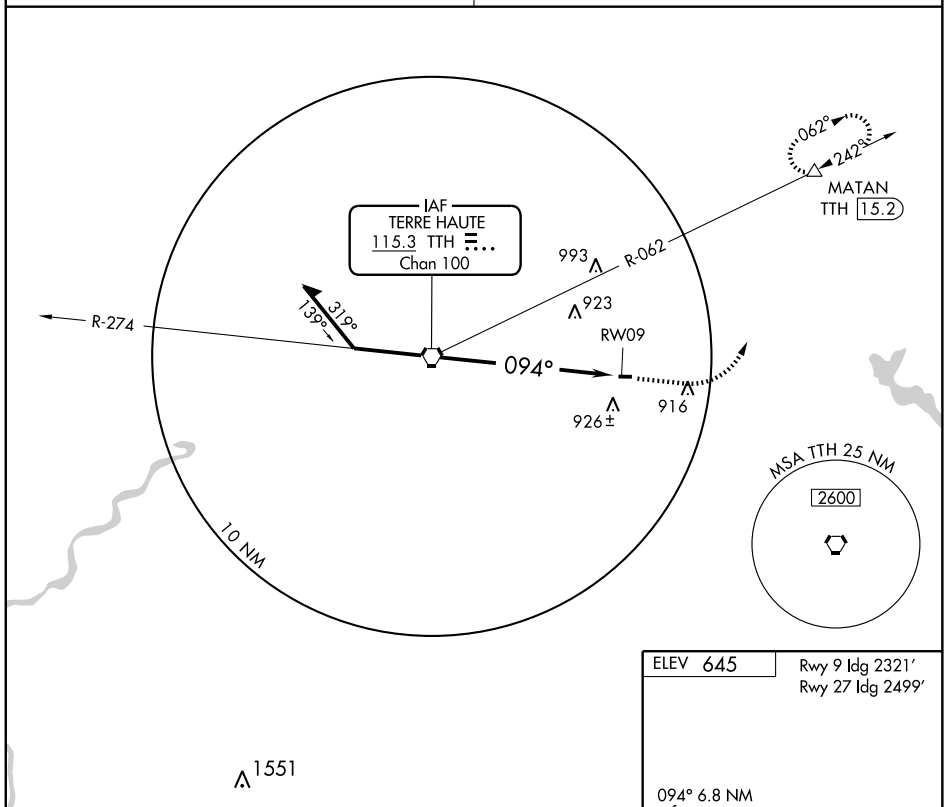
BRAZIL CLAY COUNTY (ØI2)

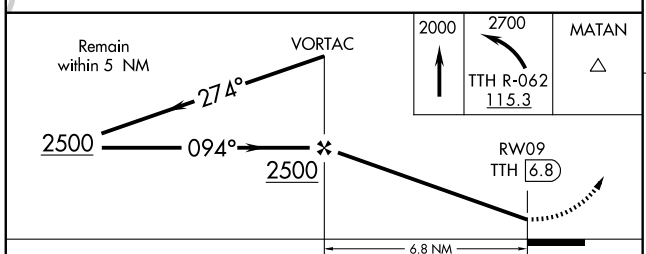
Use Terre Haute altimeter setting.
Procedure not authorized at night.
DME Required.

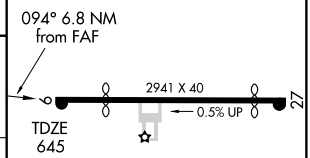
NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 via TTH R-062 to MATAN/15.2 DME and hold.

HULMAN APP CON ★	UNICOM
125.45 339.8	122.8 (CTAF)







CATEGORY	A	B	C	D
S-9	1300-1 655 (700-1)	NA		
CIRCLING	1360-1 715 (800-1)	NA		

LIRL Rwy 9-27

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

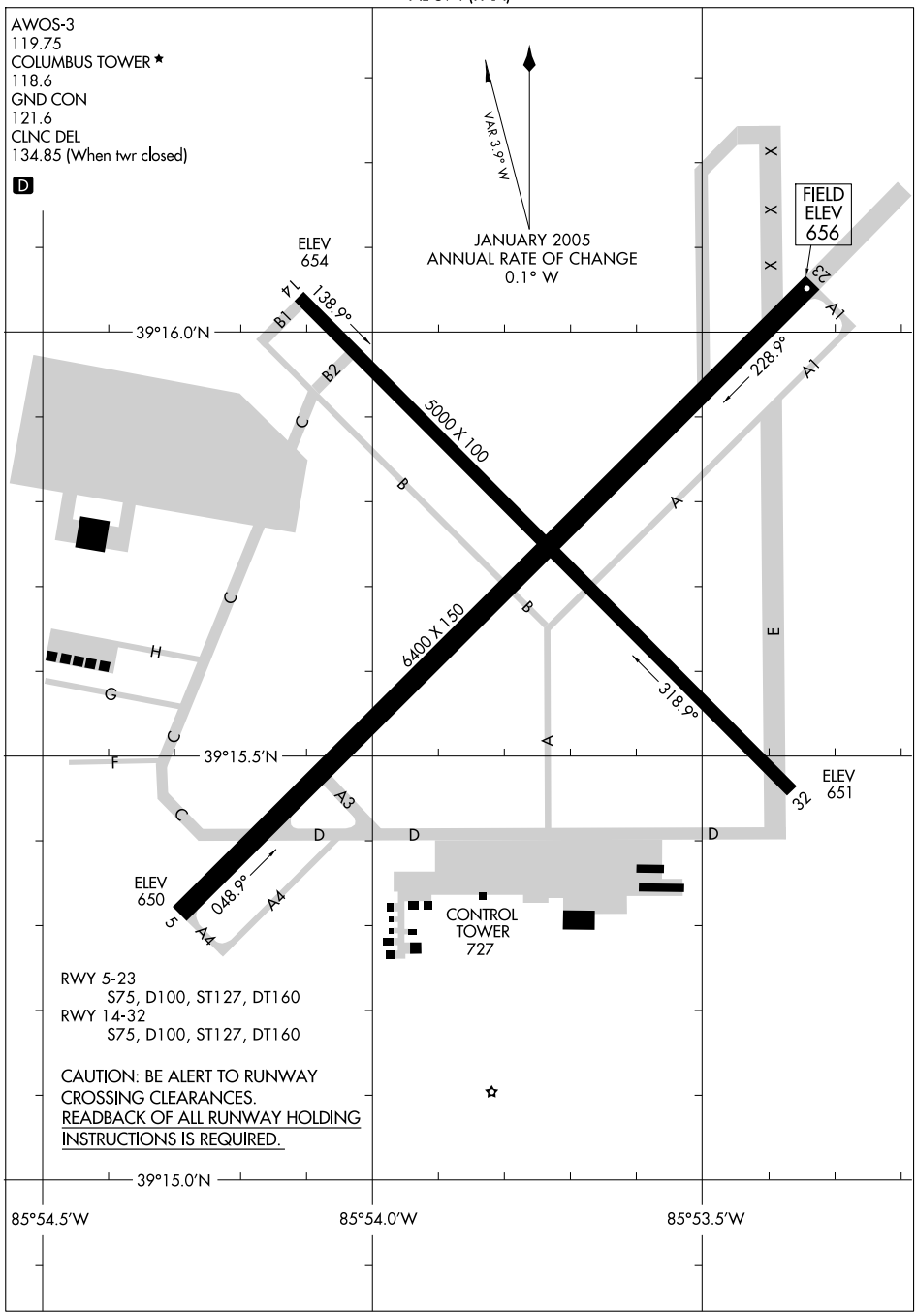
EC-2, 14 JAN 2010 to 11 FEB 2010

09295

AIRPORT DIAGRAM

AL-594 (FAA)

COLUMBUS MUNI (BAK)
COLUMBUS, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-BAK	APP CRS	Rwy ldg	6400
110.7	228°	TDZE	656
		Apt Elev	656

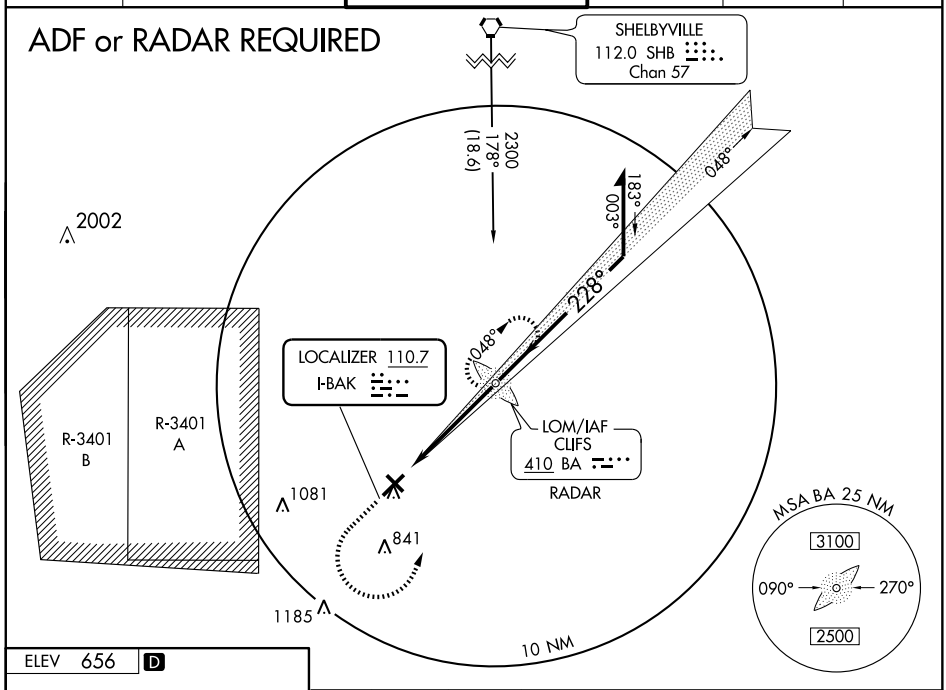
ILS RWY 23
COLUMBUS MUNI (BAK)

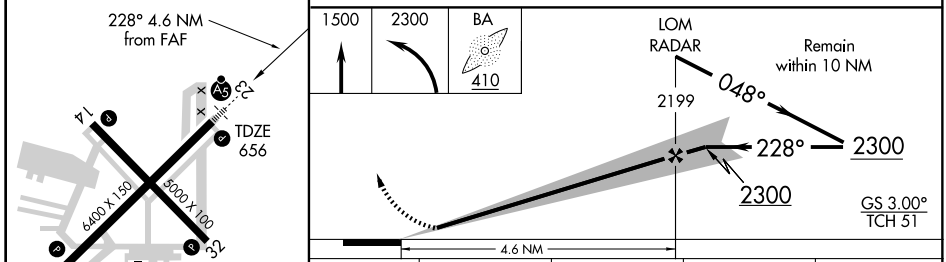
When local altimeter not received, use Indianapolis Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2300 direct BA LOM and hold.

AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95





MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-ILS 23	856-½ 200 (200-½)			
S-LOC 23	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)
INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS				
S-ILS 23	951-½ 295 (300-½)			
S-LOC 23	1160-½ 504 (600-½)		1160-1 504 (600-1)	
CIRCLING	1180-1 524 (600-1)	1200-1 544 (600-1)	1240-1½ 584 (600-1½)	1240-2 584 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

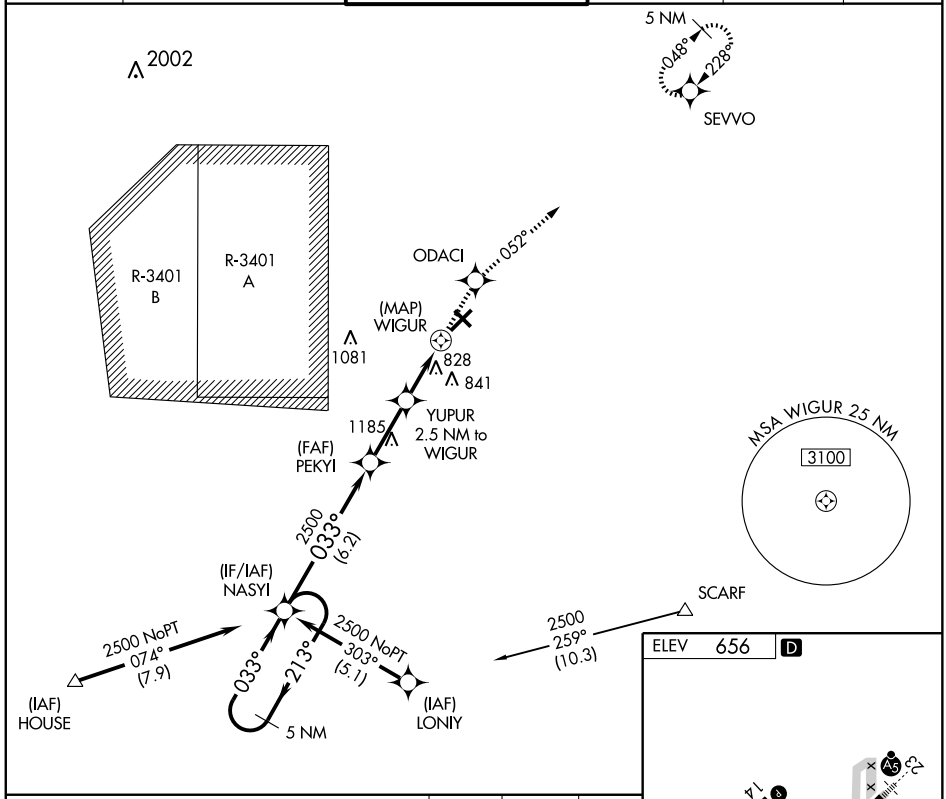
APP CRS	Rwy ldg	6400
033°	TDZE	652
	Apt Elev	656

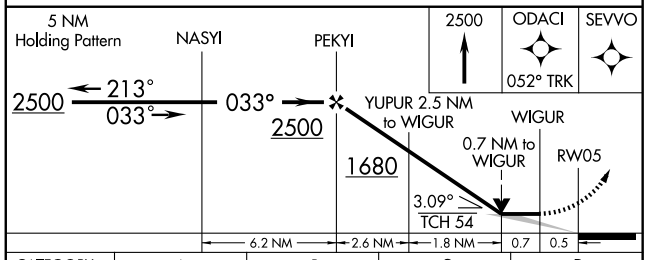
RNAV (GPS) RWY 5
COLUMBUS MUNI (BAK)

⚠ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 100 feet.
VDP NA when using Indianapolis Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ODACI and via 052° track to SEVVO and hold.

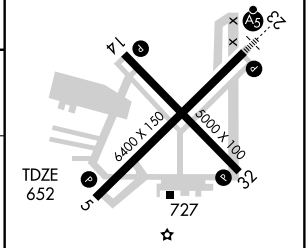
AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1080-1 428 (500-1)		1080-1¼ 428 (500-1¼)	1080-1½ 428 (500-1½)
CIRCLING	1080-1 424 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

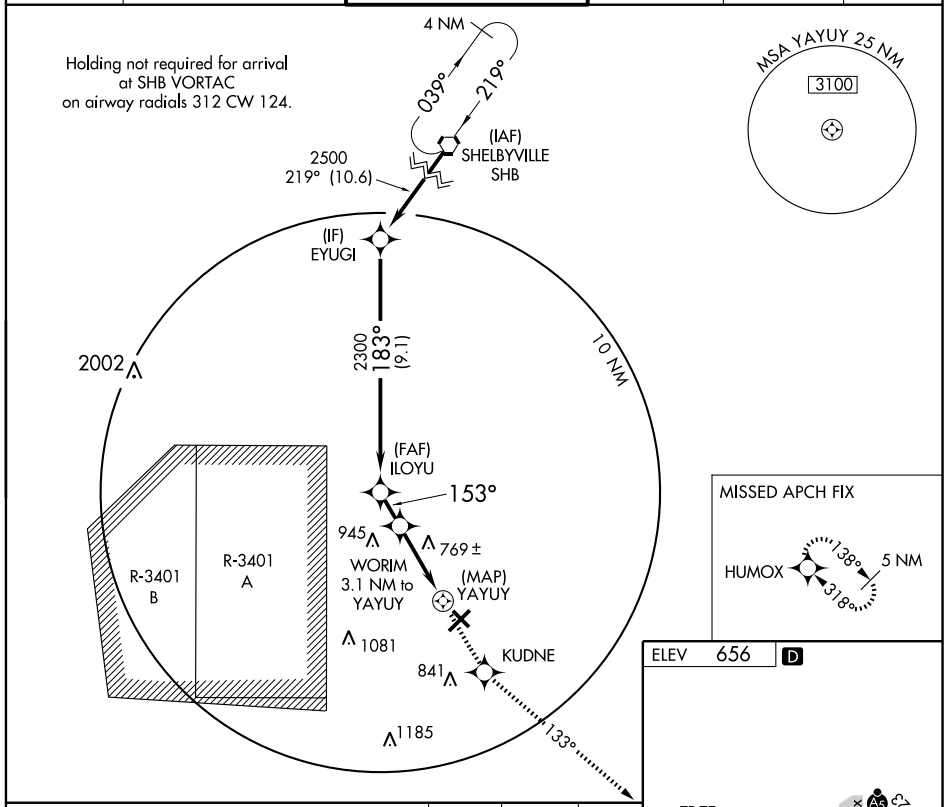
APP CRS	Rwy ldg	5000
153°	TDZE	654
	Apt Elev	656

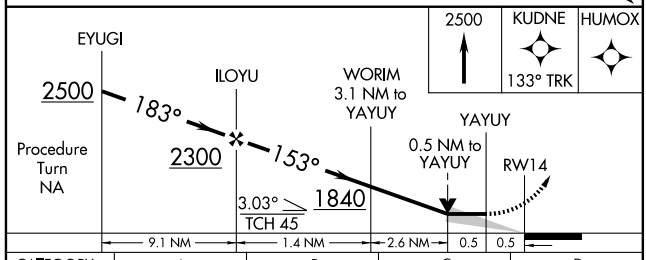
RNAV (GPS) RWY 14
COLUMBUS MUNI (BAK)

When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 100 feet, and LNAV Cat C and D visibility ½mile. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct KUDNE and via 133° track to HUMOX and hold.

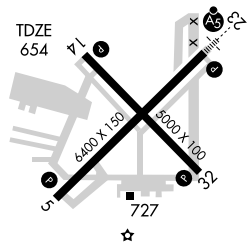
AWOS-3	INDIANAPOLIS APP CON		COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85	317.8	118.6 (CTAF)	121.6	134.85	122.95





CATEGORY	A	B	C	D
LNAV MDA	1020-1 366 (400-1)			1020-1¼ 366 (400-1¼)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



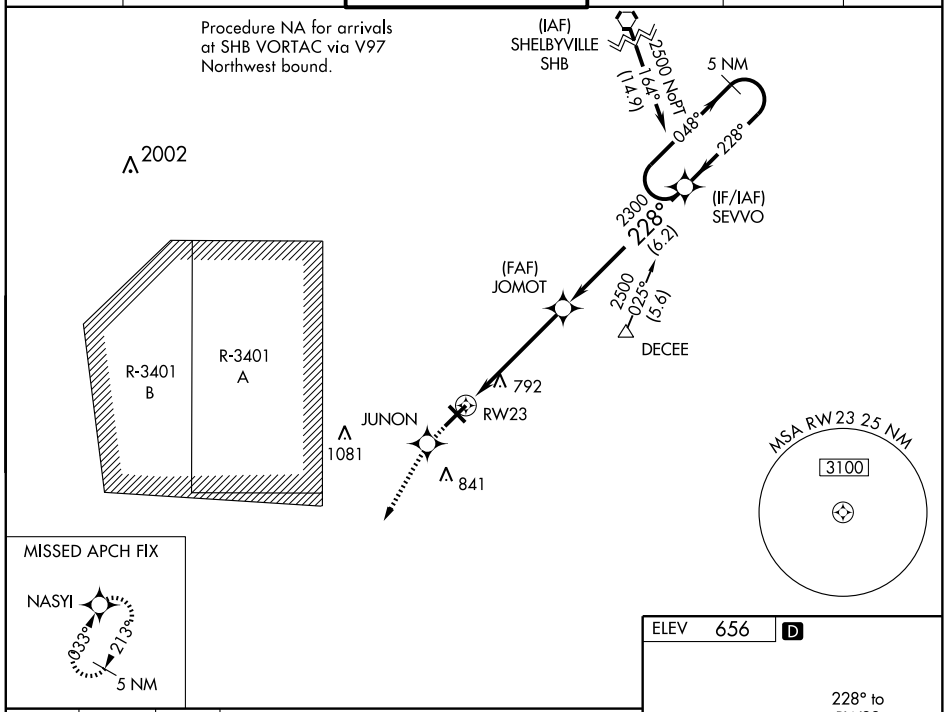
MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

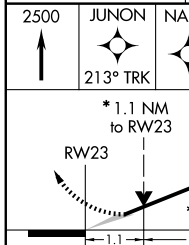
WAAS CH 90399 W23A	APP CRS 228°	Rwy ldg 6400 TDZE 656 Apt Elev 656

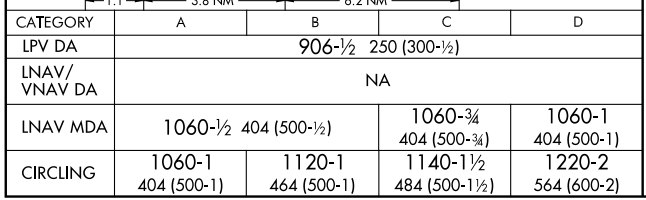
RNAV (GPS) RWY 23
COLUMBUS MUNI (BAK)

▲ If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. VDP NA when using Indianapolis Intl altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climb to 2500 direct JUNON and via 213° track to NASYI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95

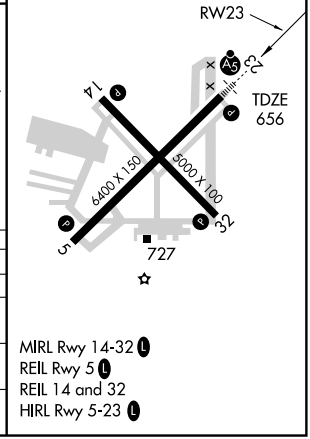






CATEGORY	A	B	C	D
LPV DA	906-½ 250 (300-½)			
LNAV/ VNAV DA	NA			
LNAV MDA	1060-½ 404 (500-½)		1060-¾ 404 (500-¾)	1060-1 404 (500-1)
CIRCLING	1060-1 404 (500-1)	1120-1 464 (500-1)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)

ELEV 656 D



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

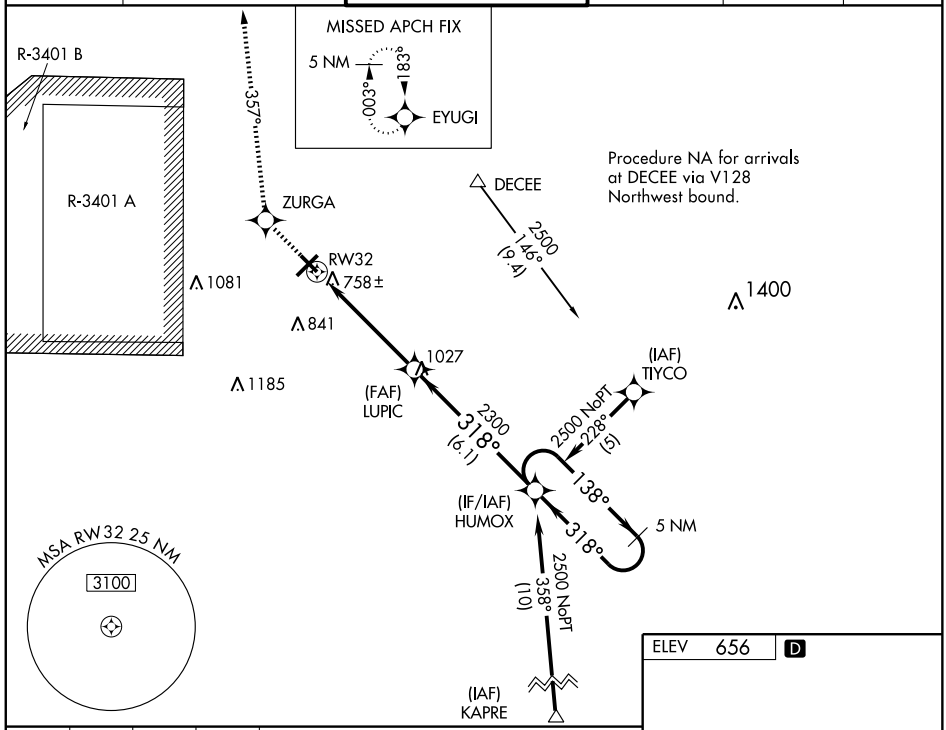
WAAS CH 50399 W32A	APP CRS 318°	Rwy ldg 5000 TDZE 653 Apt Elev 656

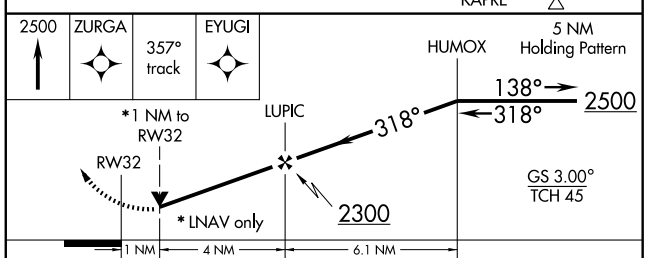
RNAV (GPS) RWY 32
COLUMBUS MUNI (BAK)

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).

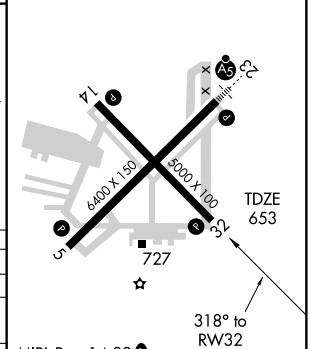
MISSED APPROACH: Climb to 2500 direct ZURGA and via 357° track to EYUGI and hold.

AWOS-3	INDIANAPOLIS APP CON	COLUMBUS TOWER ★	GND CON	CLNC DEL	UNICOM
119.75	134.85 317.8	118.6 (CTAF) L	121.6	134.85	122.95





CATEGORY	A	B	C	D
LPV DA	1016-1¼ 363 (400-1¼)			
LNAV/VNAV DA	1057-1½ 404 (500-1½)			
LNAV MDA	1020-1 367 (400-1)			1020-1¼ 367 (400-1¼)
CIRCLING	1060-1½ 404 (500-1½)	1120-1½ 464 (500-1½)	1140-1½ 484 (500-1½)	1220-2 564 (600-2)



MIRL Rwy 14-32 L
REIL Rwy 5 L
REIL 14 and 32
HIRL Rwy 5-23 L

LOC I-SQK	APP CRS	Rwy ldg	6500
108.35	185°	TDZE	867
		Apt Elev	867

ILS RWY 18

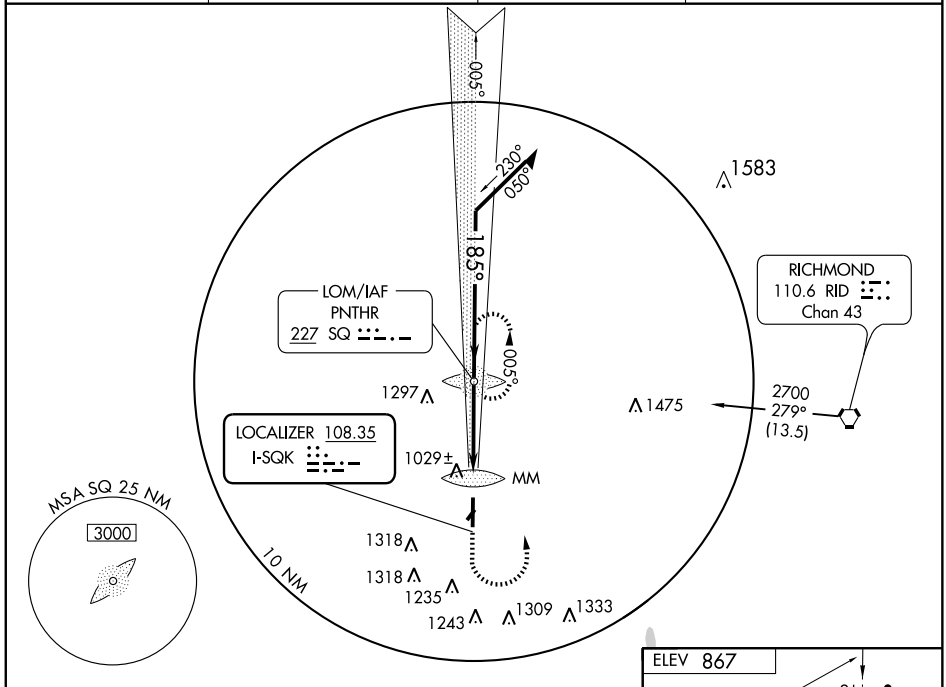
CONNERSVILLE / METTEL FIELD (CEV)

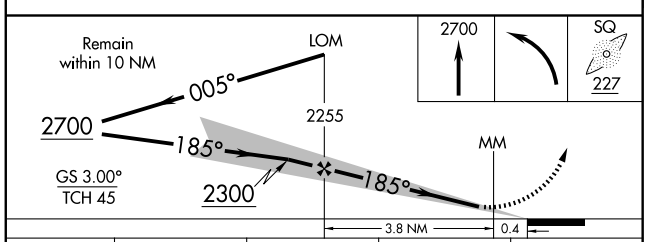
T NA — Obtain local altimeter setting on CTAF; when not received, use Dayton altimeter setting.

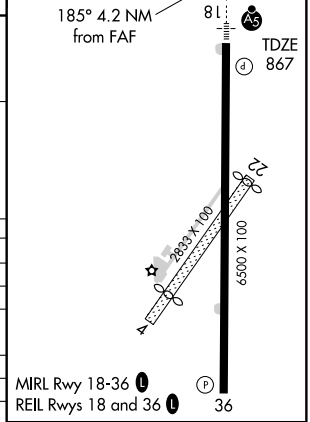
MALSR A5

MISSED APPROACH: Climb to 2700, then left turn direct SQ LOM and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 18	1067-½ 200 (200-½)			
S-LOC 18	1280-½ 413 (500-½)		1280-¾ 413 (500-¾)	
CIRCLING	1420-1 553 (600-1)		1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)
DAYTON ALTIMETER SETTING MINIMUMS				
S-ILS 18	1188-½ 321 (400-½)			
S-LOC 18	1400-½ 533 (600-½)		1400-1 533 (600-1)	1400-1¼ 533 (600-1¼)
CIRCLING	1540-1 673 (700-1)		1560-2 693 (700-2)	1800-3 933 (1000-3)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

WAAS CH 93699 W18A	APP CRS 185°	Rwy ldg 6500 TDZE 867 Apt Elev 867

RNAV (GPS) RWY 18
CONNERSVILLE / METTEL FIELD (CEV)

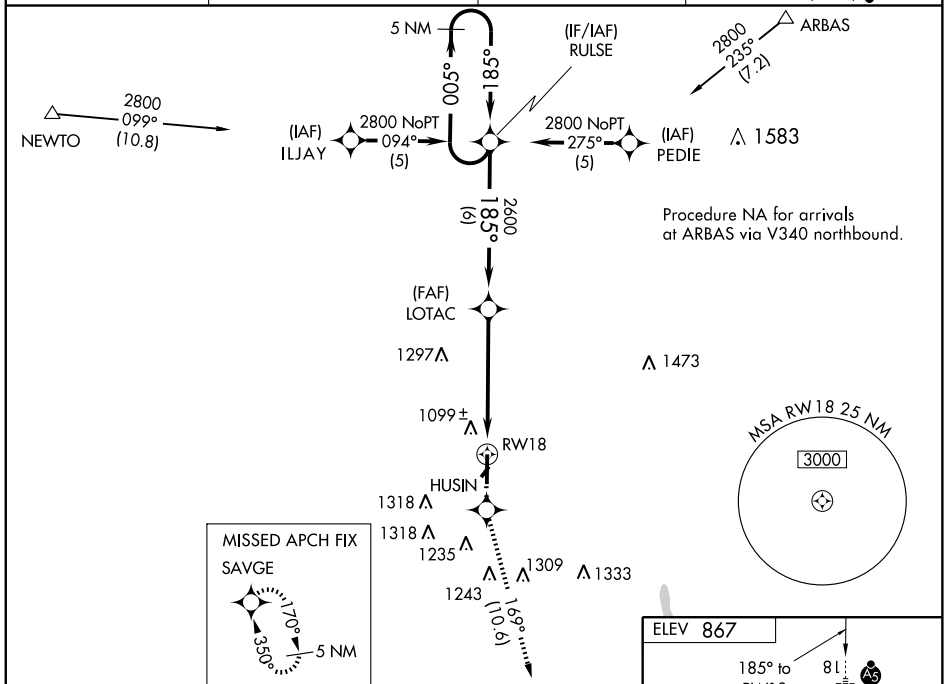
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all DAs/MDAs 140 feet. VDP and Baro-VNAV NA when using James M. Cox Dayton Intl, OH altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile.

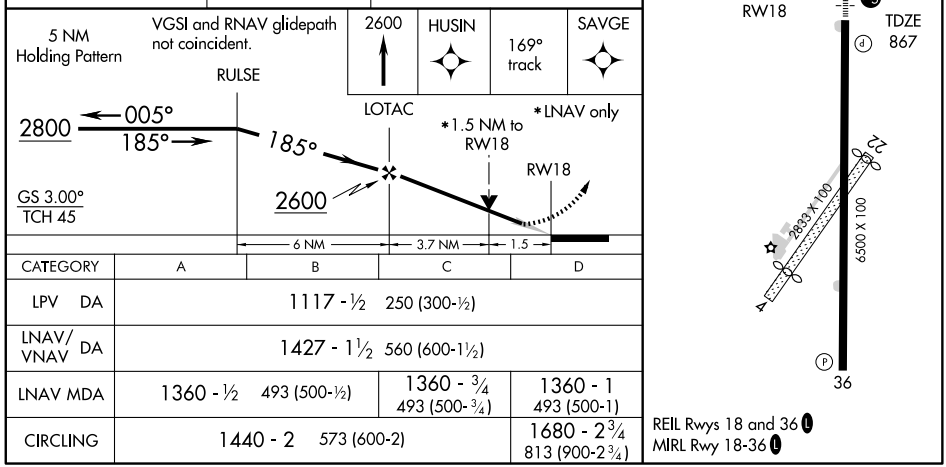
NA

MALSR

MISSED APPROACH: Climb to 2600 direct HUSIN and via 169° track to SAVGE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1117 - ½ 250 (300-½)			
LNAV/VNAV DA	1427 - 1½ 560 (600-1½)			
LNAV MDA	1360 - ½ 493 (500-½)		1360 - ¾ 493 (500-¾)	1360 - 1 493 (500-1)
CIRCLING	1440 - 2 573 (600-2)			1680 - 2¾ 813 (900-2¾)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

APP CRS	Rwy ldg	6500
350°	TDZE	861
	Apt Elev	867

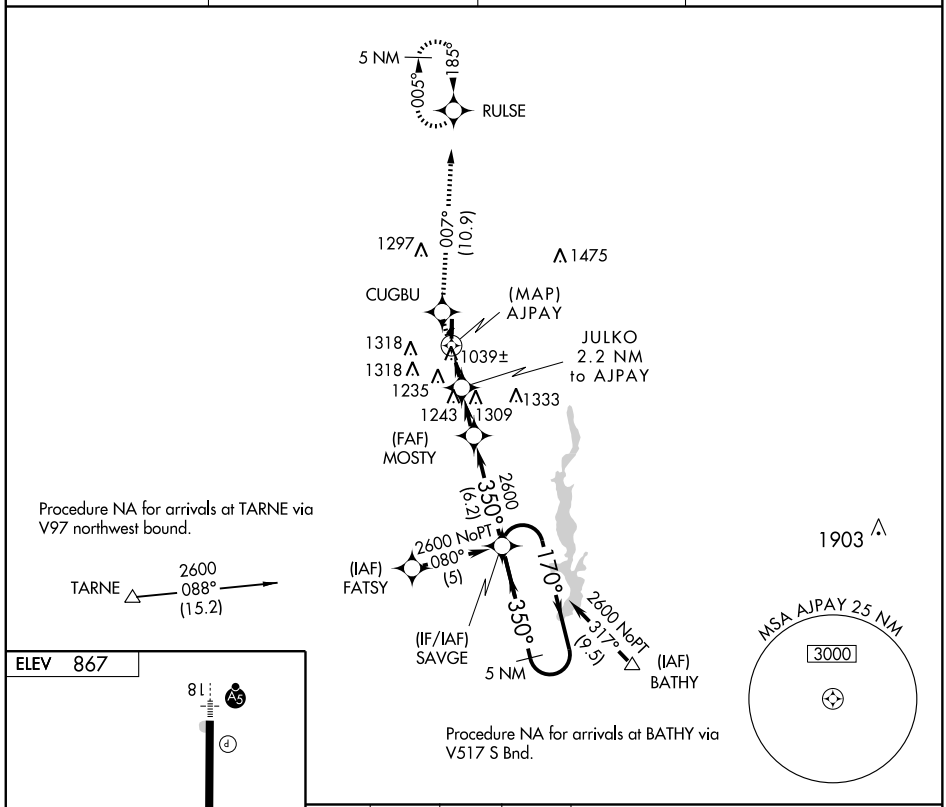
RNAV (GPS) RWY 36
CONNERSVILLE / METTEL FIELD (CEV)

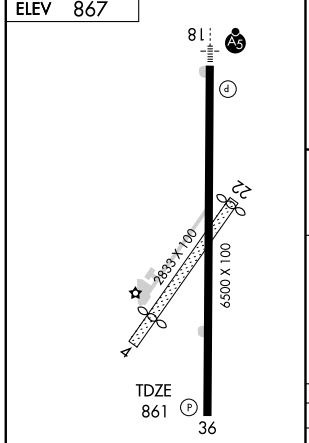
DME/DME RNP-0.3 NA. If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet. VDP NA when using James M. Cox Dayton Intl, OH altimeter setting.

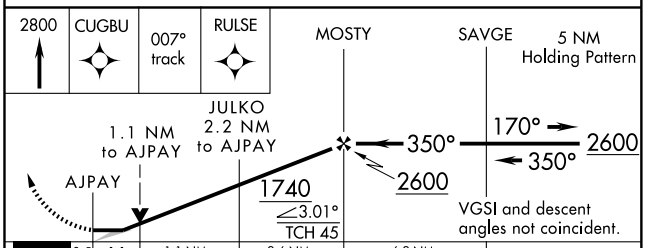
NA

MISSED APPROACH: Climb to 2800 direct CUGBU and via 007° track to RULSE and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1380-1	519 (600-1)	1380-1½ 519 (600-1½)	1380-1¾ 519 (600-1¾)
CIRCLING	1420-1	553 (600-1)	1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC RID 110.6 Chan 43	APP CRS 260°	Rwy ldg N/A TDZE N/A Apt Elev 867

VOR-A

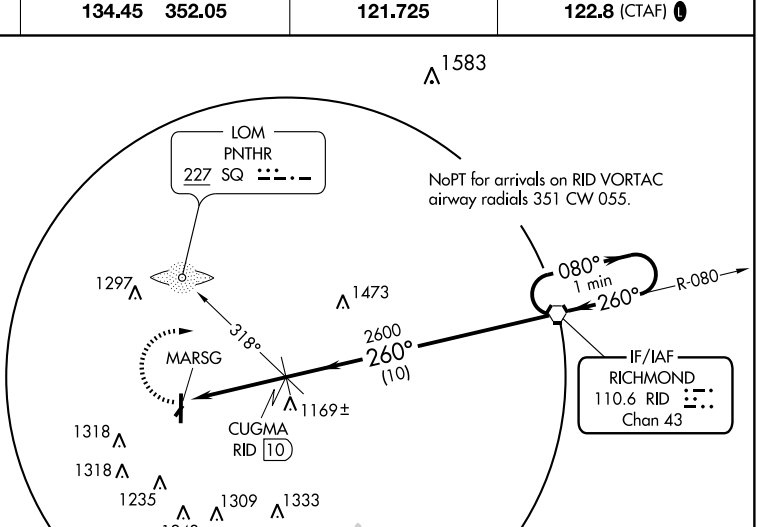
CONNERSVILLE / METTEL FIELD (CEV)

If local altimeter setting not received, use James M. Cox Dayton Intl, OH altimeter setting and increase all MDAs 140 feet.

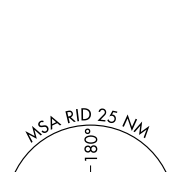
NA

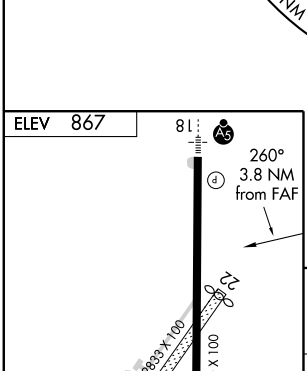
MISSED APPROACH: Climbing right turn to 2700 direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	GCO	UNICOM
118.325	134.45 352.05	121.725	122.8 (CTAF) L

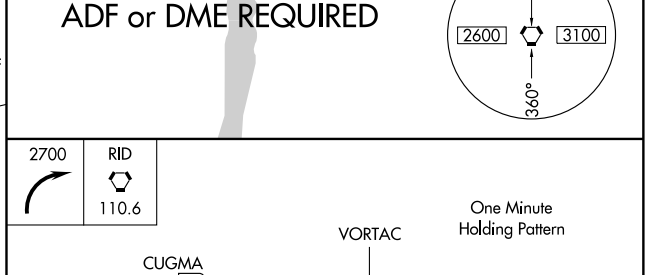


ADF or DME REQUIRED





MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L



FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	1420-1 553 (600-1)		1440-1½ 573 (600-1½)	1680-2¾ 813 (900-2¾)

EC-2, 14 JAN 2010 to 11 FEB 2010

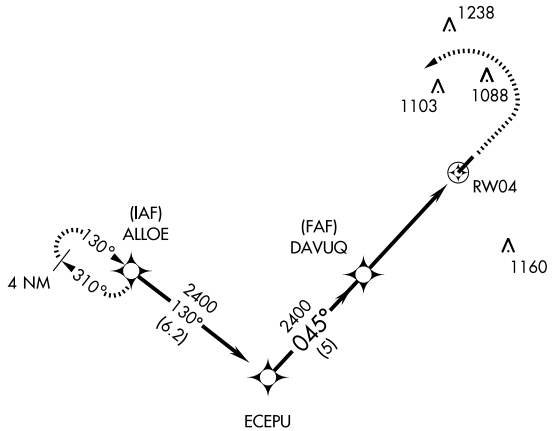
APP CRS	Rwy ldg	4500
045°	TDZE	797
	Apt Elev	799

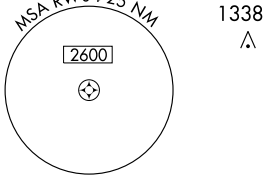
GPS RWY 4
CRAWFORDSVILLE MUNI (CFJ)

NA Use Indianapolis Intl altimeter setting.

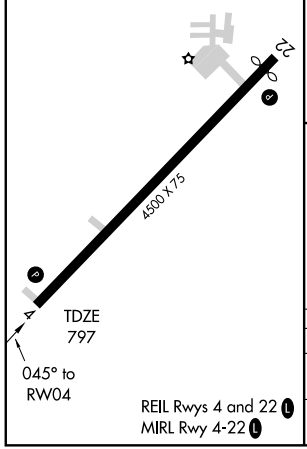
MISSED APPROACH: Climb to 2000 then left climbing turn to 2400 direct ALLOE WP and hold.

INDIANAPOLIS APP CON	UNICOM
119.05 317.8	122.8 (CTAF) L

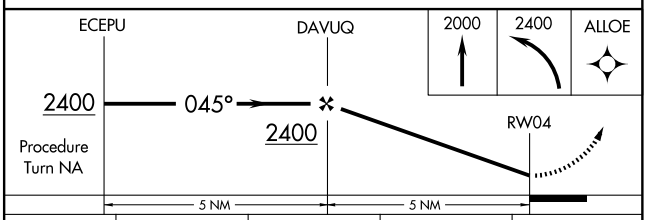




ELEV 799 Rwy 22 ldg 4300′



REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
S-4	1280-1 483 (500-1)		1280-1¼ 483 (500-1¼)	1280-1½ 483 (500-1½)
CIRCLING	1320-1 521 (600-1)		1320-1½ 521 (600-1½)	1360-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

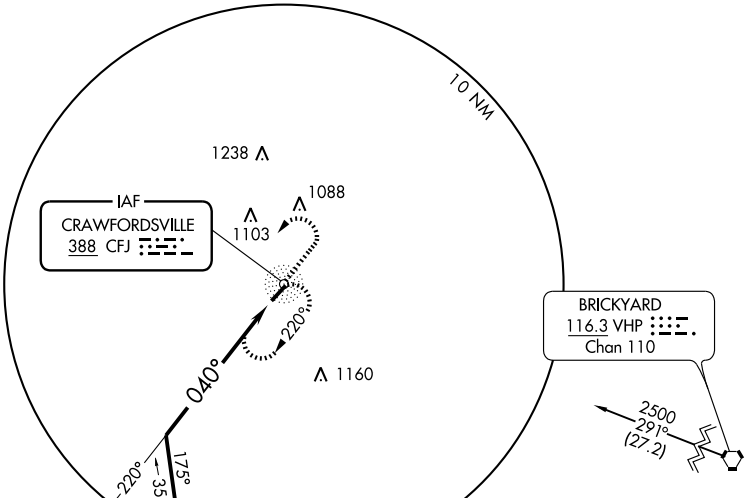
NDB CFJ	APP CRS	Rwy ldg	4500
388	040°	TDZE	797
		Apt Elev	799

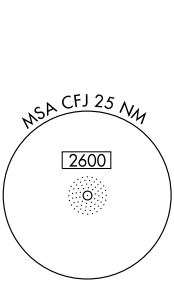
NDB RWY 4
CRAWFORDSVILLE MUNI (CFJ)

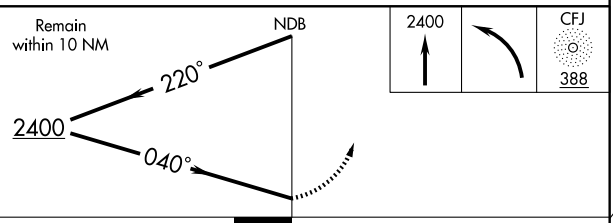
NA Use Indianapolis Intl altimeter setting.

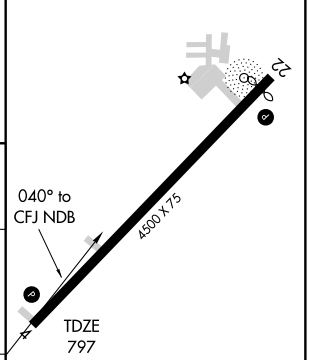
MISSED APPROACH: Climb to 2400 then left turn direct CFJ NDB and hold.

INDIANAPOLIS APP CON	UNICOM
119.05 317.8	122.8 (CTAF) L







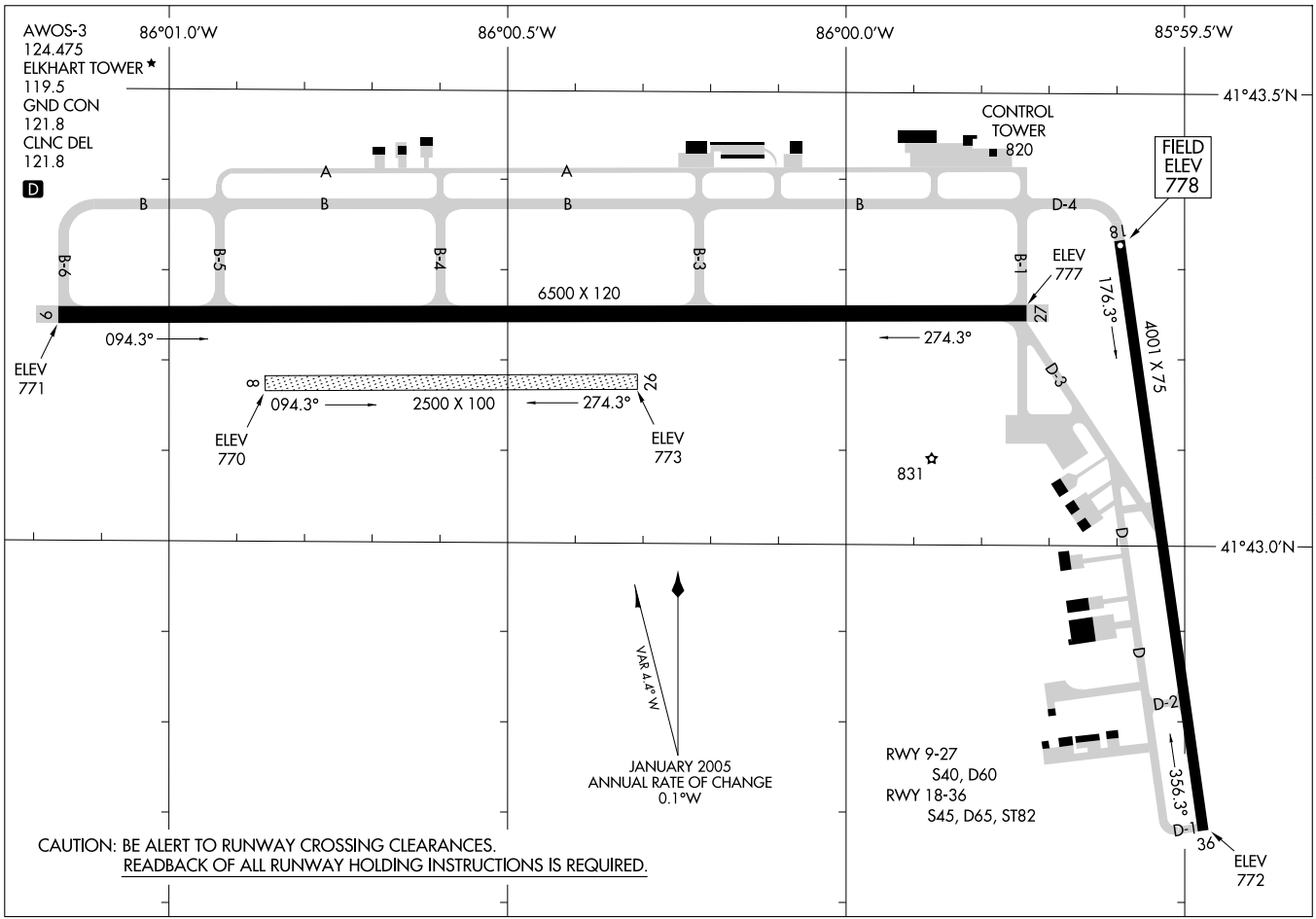


REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

CATEGORY	A	B	C	D
S-4	1400-1 603 (700-1)		1400-1¾ 603 (700-1¾)	1400-2 603 (700-2)
CIRCLING	1400-1 601 (700-1)		1400-1¾ 601 (700-1¾)	1400-2 601 (700-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010


AIRPORT DIAGRAM
AL-5287 (FAA)
ELKHART MUNI (EKM)
ELKHART, INDIANA
AWOS-3
124.475
ELKHART TOWER
119.5
GND CON
121.8
CLNC DEL
121.8
D
86°01.0'W
86°00.5'W
86°00.0'W
85°59.5'W
41°43.5'N
41°43.0'N
CONTROL TOWER
820
FIELD ELEV 778
A
B
B-6
B-5
B-4
B-3
B-1
D-4
D-3
D
D-2
D-1
6500 X 120
9
27
ELEV 777
ELEV 771
094.3°
274.3°
176.3°
356.3°
4001 X 75
8
26
2500 X 100
ELEV 770
ELEV 773
831
1
36
ELEV 772
VAR 4.4° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W
RWY 9-27
S40, D60
RWY 18-36
S45, D65, ST82
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

LOC I-OUP	APP CRS	Rwy ldg	6500
111.5	274°	TDZE	777
		Apt Elev	778

ILS or LOC RWY 27

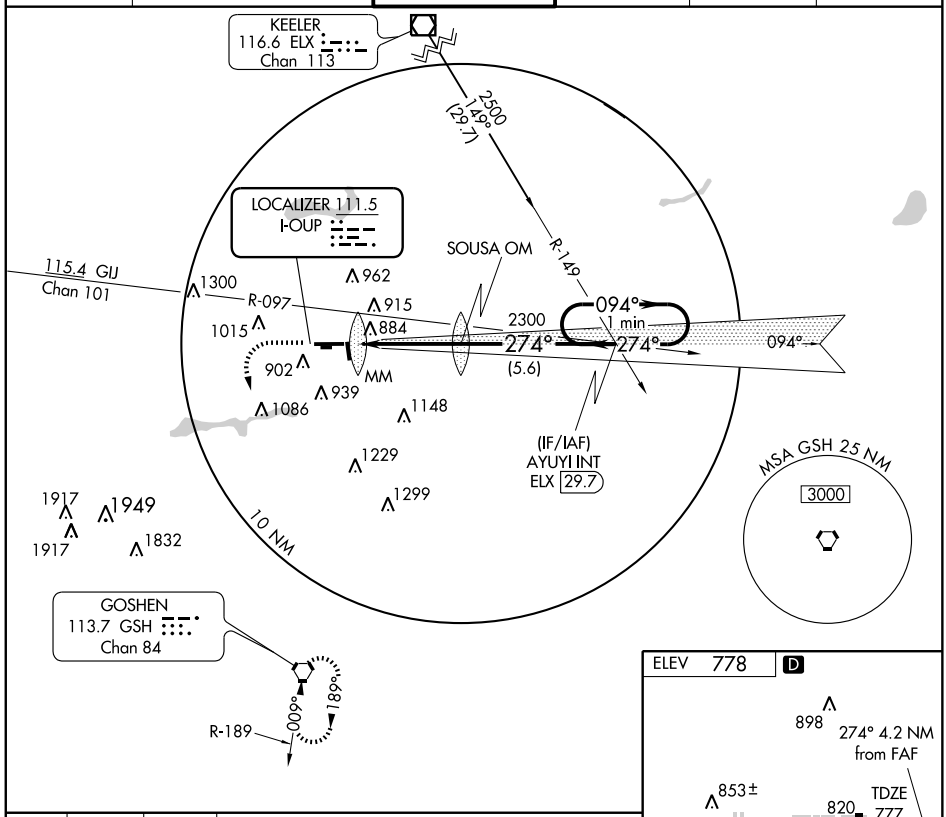
ELKHART MUNI (EKM)

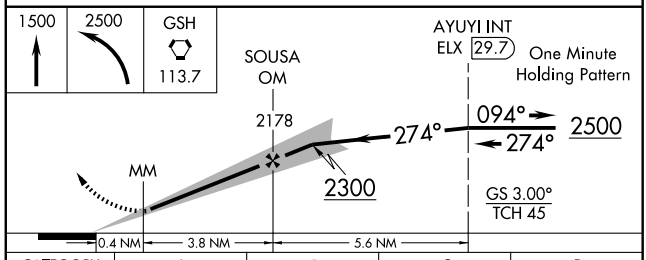
▲ If local altimeter setting not received use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

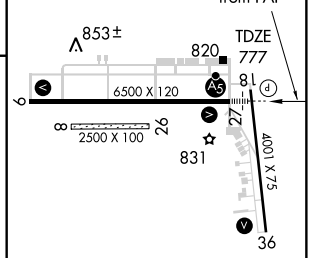
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★		ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

CATEGORY	A	B	C	D
S-ILS 27	* 977/24 200 (200-½)			
S-LOC 27	1180/24 403 (500-½)		1180/40 403 (500-¾)	
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

EC-2. 14 JAN 2010 to 11 FEB 2010

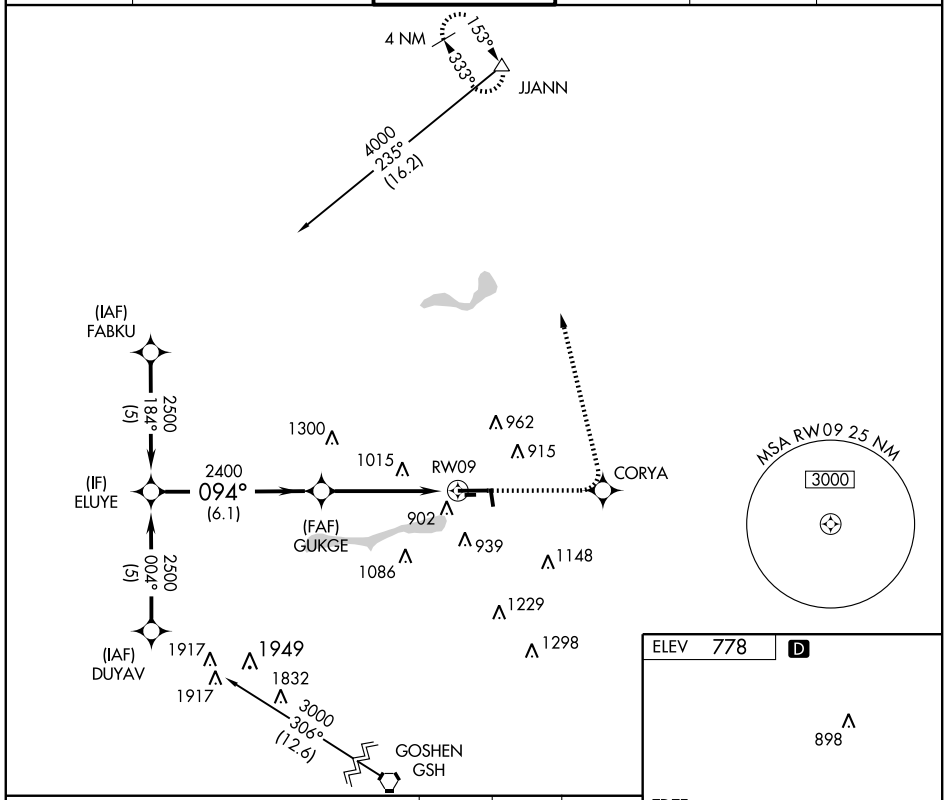
APP CRS	Rwy ldg	6500
094°	TDZE	776
	Apt Elev	778

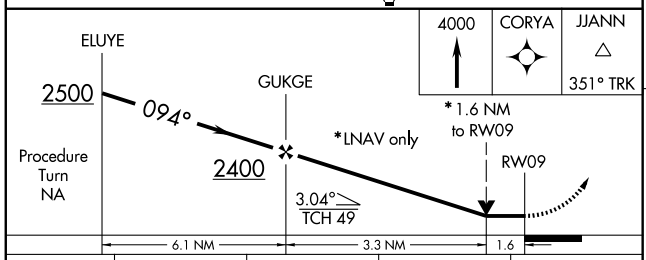
RNAV (GPS) RWY 9
ELKHART MUNI (EKM)

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.
VDP NA when using South Bend altimeter setting.

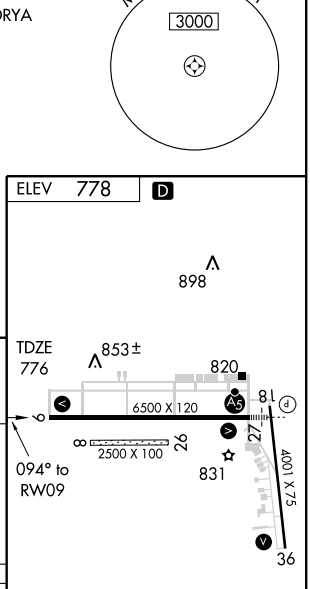
MISSED APPROACH: Climb to 4000 direct CORYA and via 351° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★		ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	1340-1 564 (600-1)		1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1 562 (600-1)		1340-1½ 562 (600-1½)	1340-2 562 (600-2)



MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

ELKHART, INDIANA

AL-5287 (FAA)

APP CRS	Rwy ldg	4001
176°	TDZE	778
	Apt Elev	778

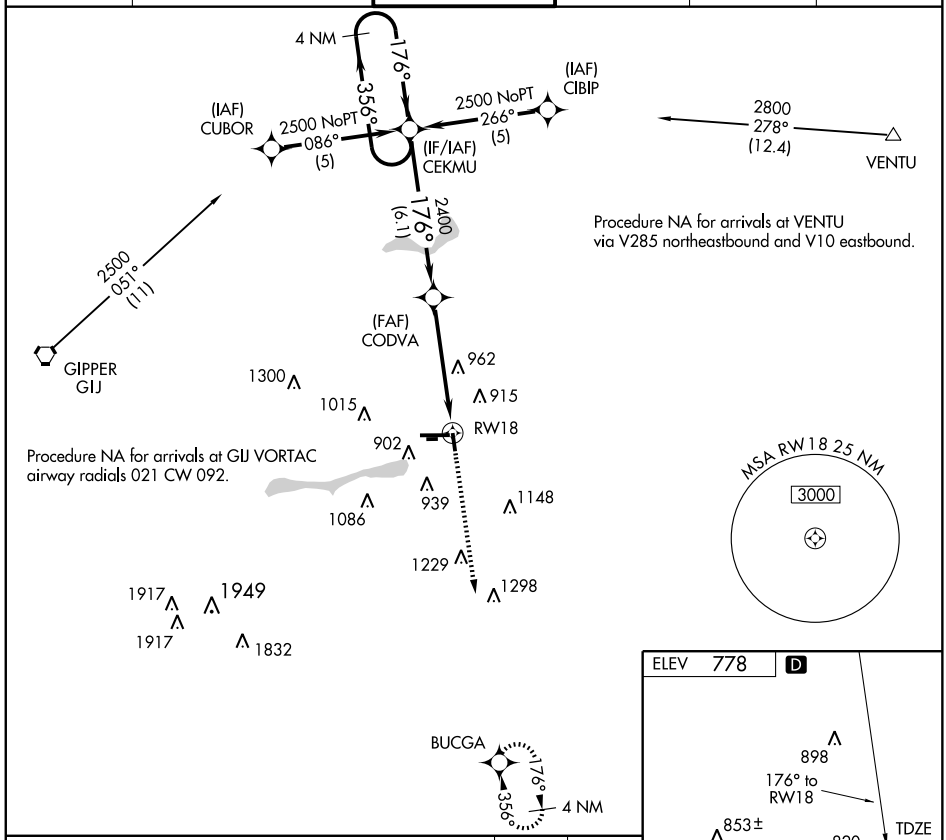
RNAV (GPS) RWY 18

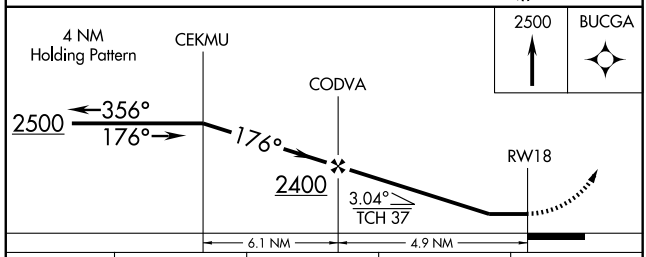
ELKHART MUNI (EKM)

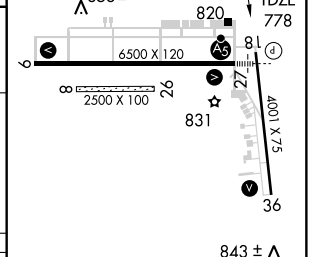
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct BUCGA and hold.

AWOS-3	SOUTH BEND APP CON ★		ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1280-1 502 (600-1)		1280-1½ 502 (600-1½)	
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50107 W27A	APP CRS 274°	Rwy ldg 6500 TDZE 777 Apt Elev 778

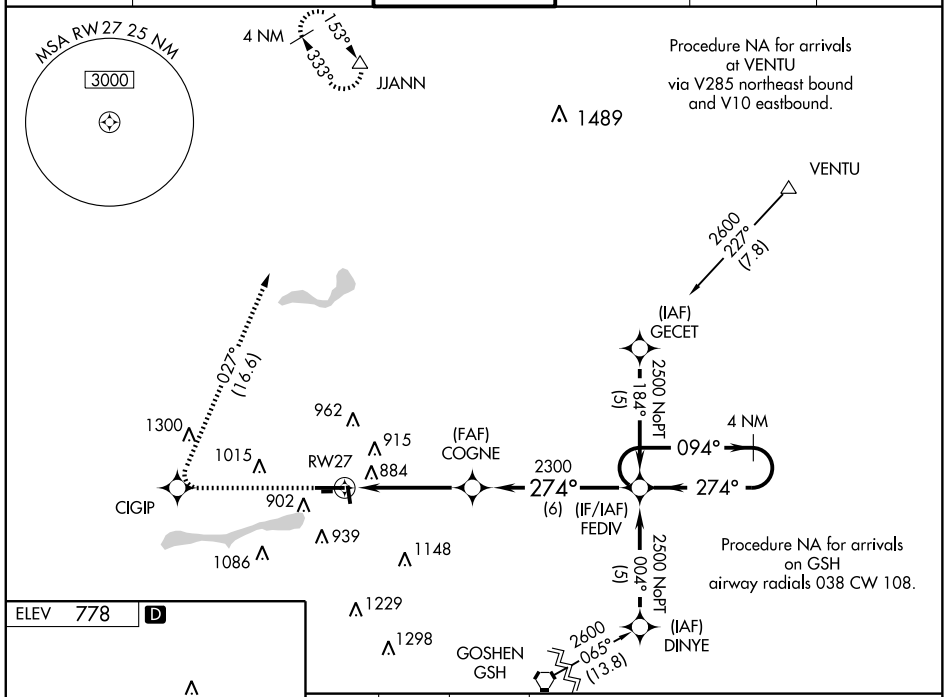
RNAV (GPS) RWY 27
ELKHART MUNI (EKM)

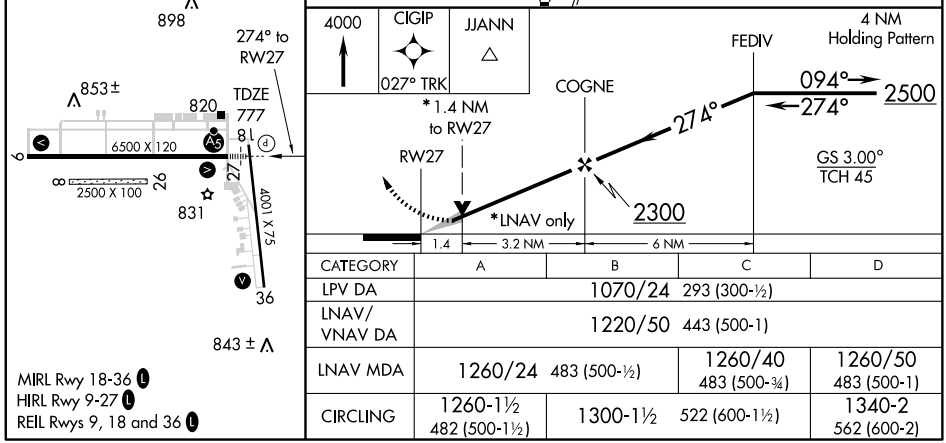
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F).
If local altimeter setting not received, use South Bend altimeter setting and increase all DAs/MDAs 40 feet.
VDP and Baro-VNAV NA with South Bend altimeter setting.
For inoperative MALSR, increase LPV visibility to RVR 5000 all Cats,increase LNAV Cat D visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 4000 direct CIGIP and via 027° track to JJANN and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95





CATEGORY	A	B	C	D
LPV DA	1070/24 293 (300-½)			
LNAV/ VNAV DA	1220/50 443 (500-1)			
LNAV MDA	1260/24 483 (500-½)		1260/40 483 (500-¾)	1260/50 483 (500-1)
CIRCLING	1260-1½ 482 (500-1½)	1300-1½ 522 (600-1½)		1340-2 562 (600-2)

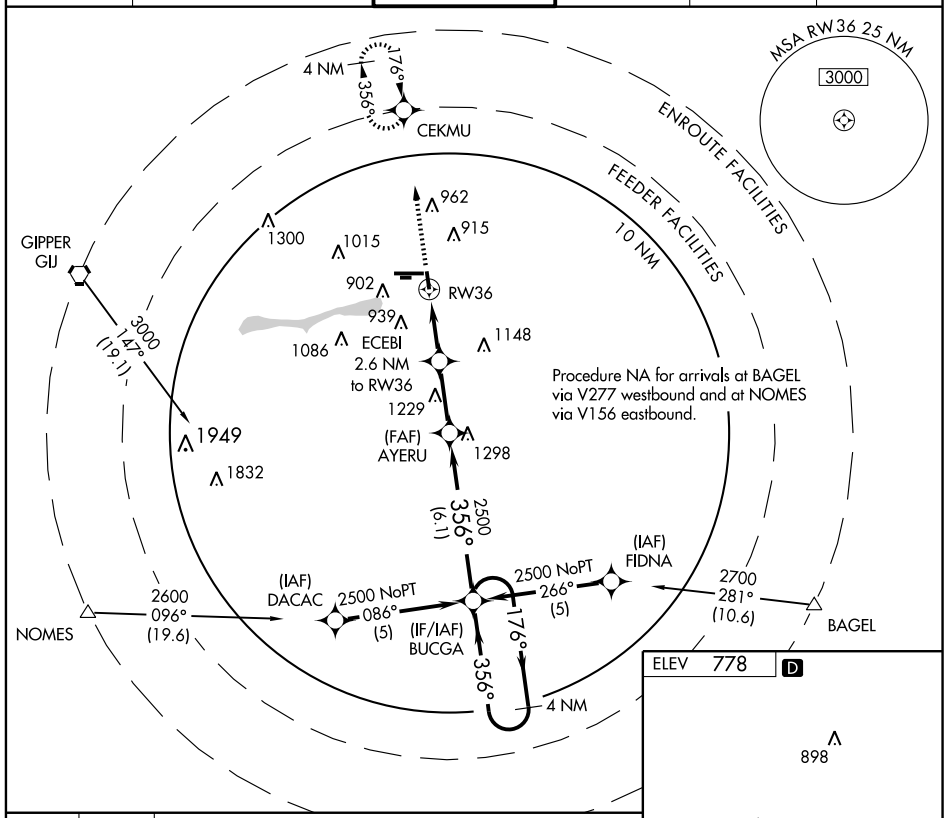
APP CRS	Rwy ldg	4001
356°	TDZE	777
	Apt Elev	778

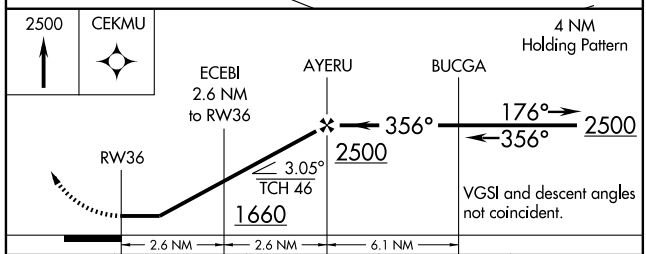
RNAV (GPS) RWY 36
ELKHART MUNI (EKM)

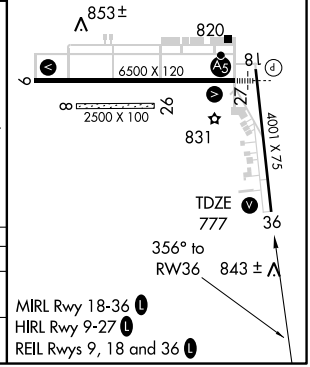
DME/DME RNP-0.3 NA.
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEKMU and hold.

AWOS-3	SOUTH BEND APP CON ★		ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

VORTAC GSH	APP CRS	Rwy ldg	4001
113.7	009°	TDZE	777
Chan 84		Apt Elev	778

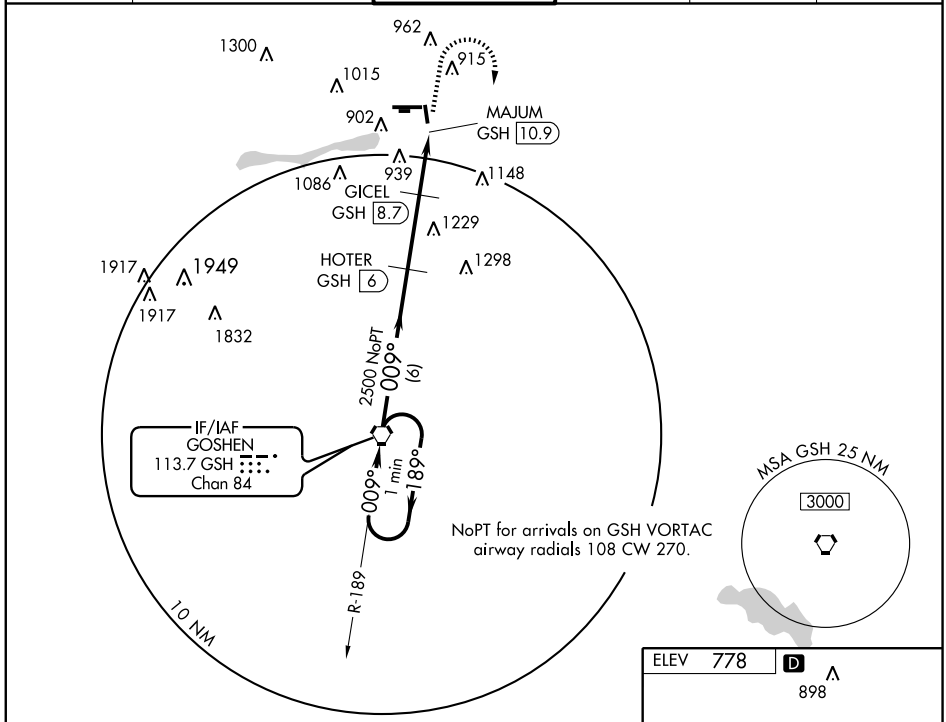
VOR/DME RWY 36

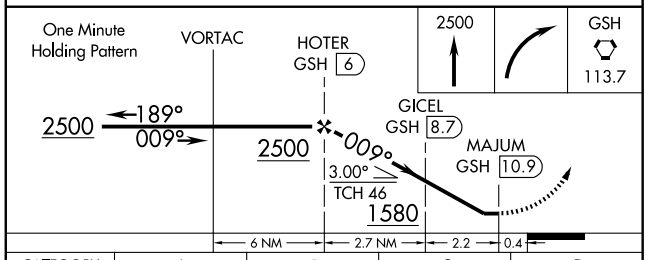
ELKHART MUNI (EKM)

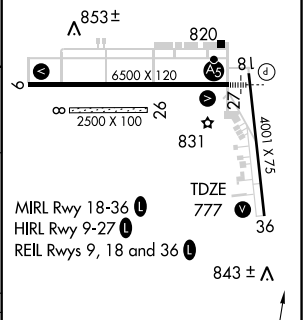
▲ If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

AWOS-3	SOUTH BEND APP CON ★		ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95







CATEGORY	A	B	C	D
S-36	1220-1 443 (500-1)		1220-1¼ 443 (500-1¼)	1220-1½ 443 (500-1½)
CIRCLING	1220-1 442 (500-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

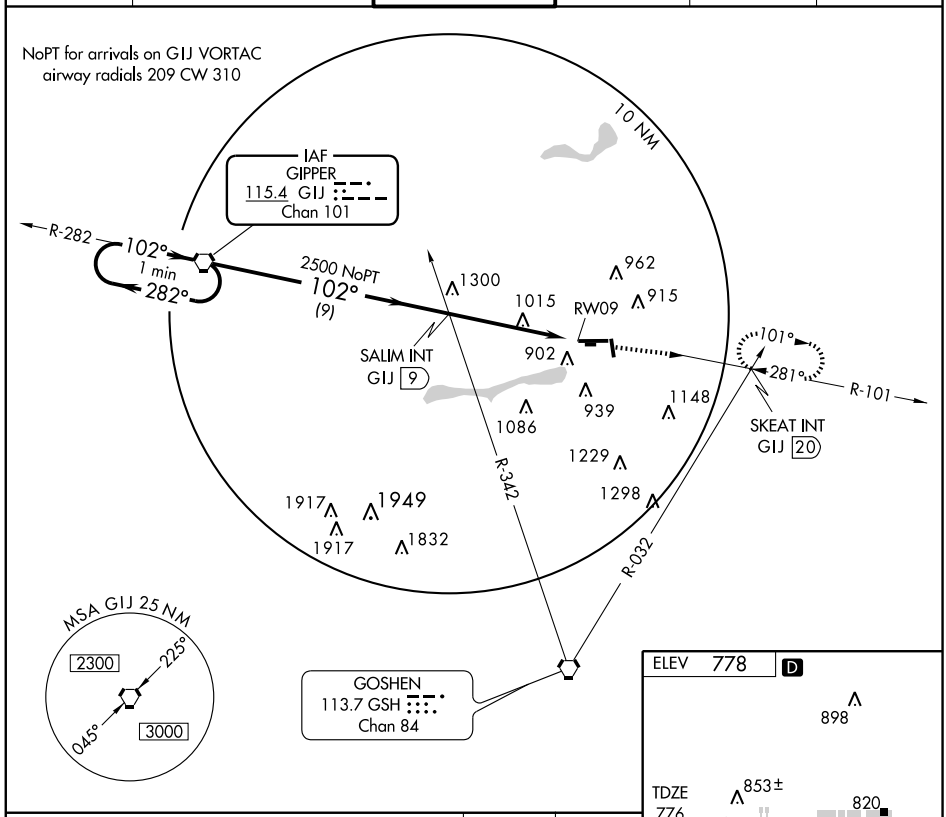
VORTAC GIJ 115.4 Chan 101	APP CRS 102°	Rwy ldg 6500 TDZE 776 Apt Elev 778

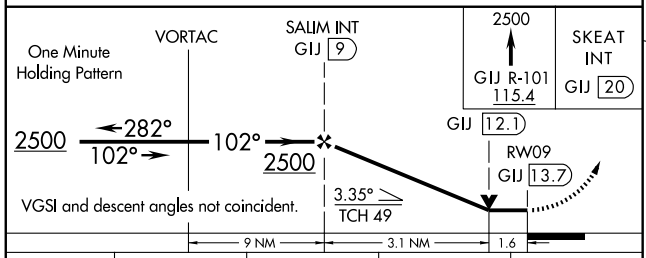
VOR RWY 9
ELKHART MUNI (EKM)

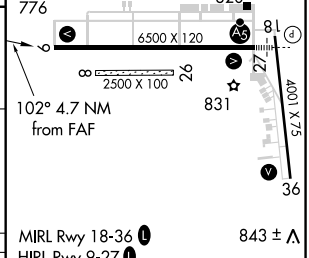
A If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 via GIJ R-101 to SKEAT Int/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★	ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55 257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

843 ± ⅄

CATEGORY	A	B	C	D
S-9	1340-1 564 (600-1)		1340-1½ 564 (600-1½)	1340-1¾ 564 (600-1¾)
CIRCLING	1340-1 562 (600-1)		1340-1½ 562 (600-1½)	1340-2 562 (600-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC GIJ 115.4 Chan 101	APP CRS 281°	Rwy ldg 6500 TDZE 777 Apt Elev 778

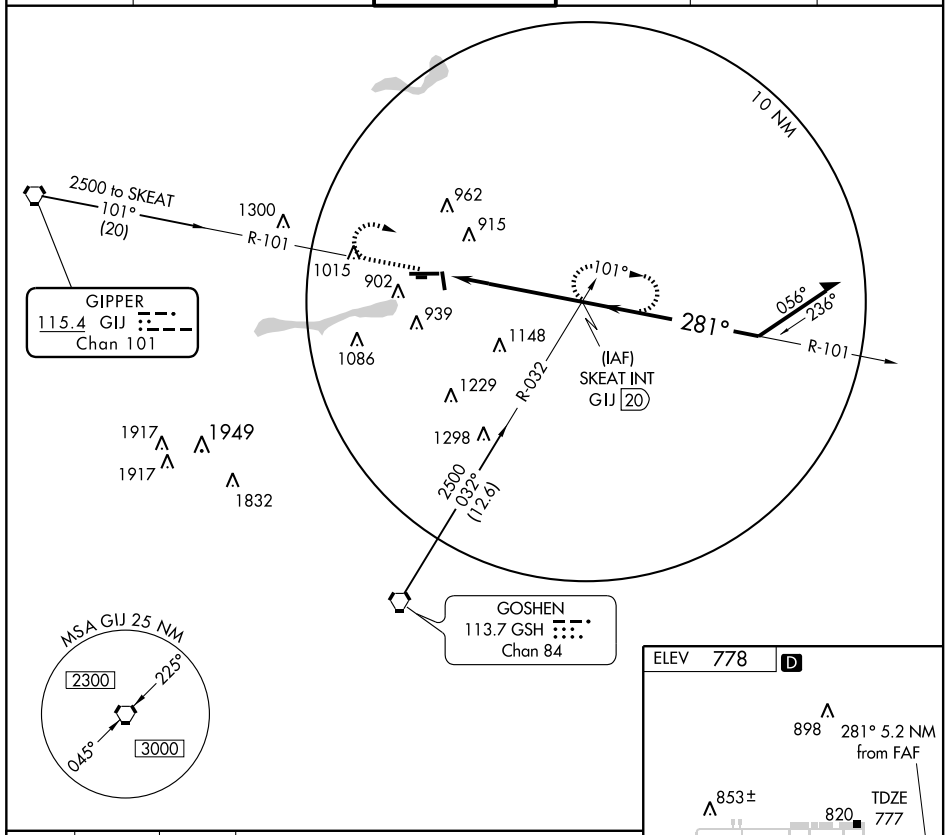
VOR RWY 27
ELKHART MUNI (EKM)

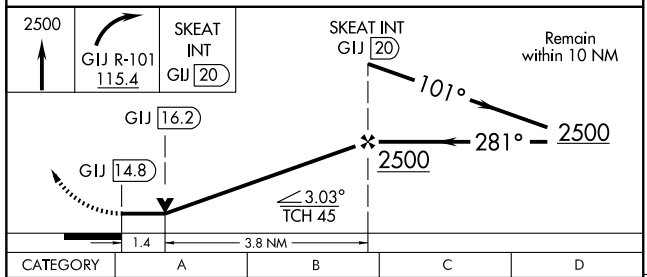
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 40 feet. VDP NA with South Bend altimeter setting. Inoperative table does not apply.

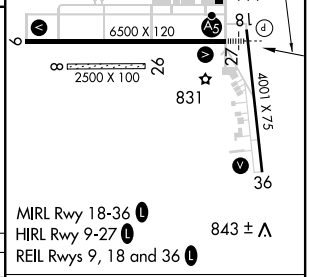
MALSR

MISSED APPROACH: Climb to 2500 then right turn via GIJ R-101 to SKEAT INT/GIJ 20 DME and hold.

AWOS-3	SOUTH BEND APP CON ★		ELKHART TOWER ★	GND CON	CLNC DEL	UNICOM
124.475	118.55	257.8	119.5 (CTAF) L	121.8	121.8	122.95







MIRL Rwy 18-36 L
HIRL Rwy 9-27 L
REIL Rwys 9, 18 and 36 L

CATEGORY	A	B	C	D
S-27	1280/50	503 (600-1)	1280-1½	503 (600-1½)
CIRCLING	1280-1 502 (600-1)	1300-1 522 (600-1)	1300-1½ 522 (600-1½)	1340-2 562 (600-2)

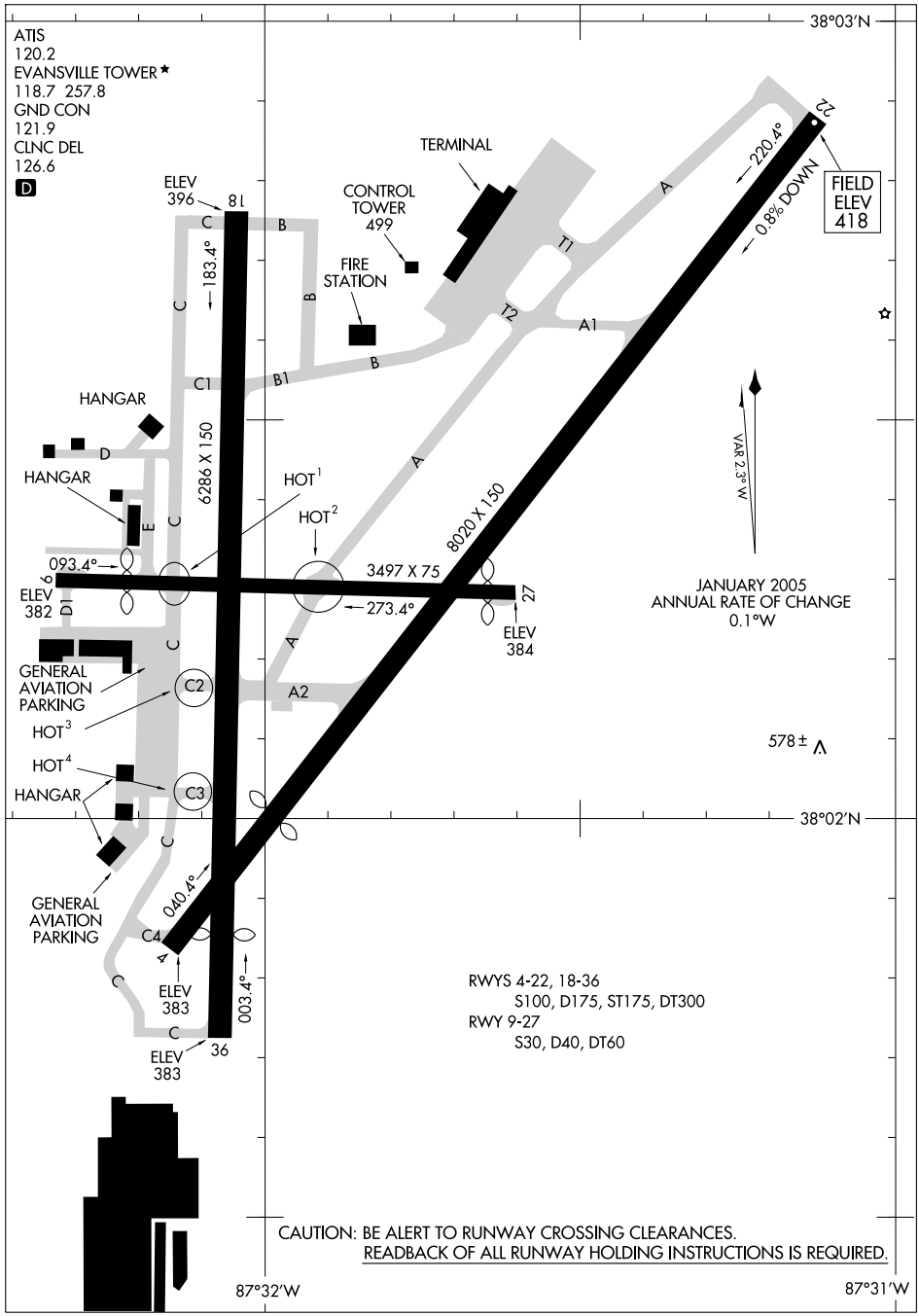
FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-513 (FAA)

EVANSVILLE RGNL (EVV)
EVANSVILLE, INDIANA



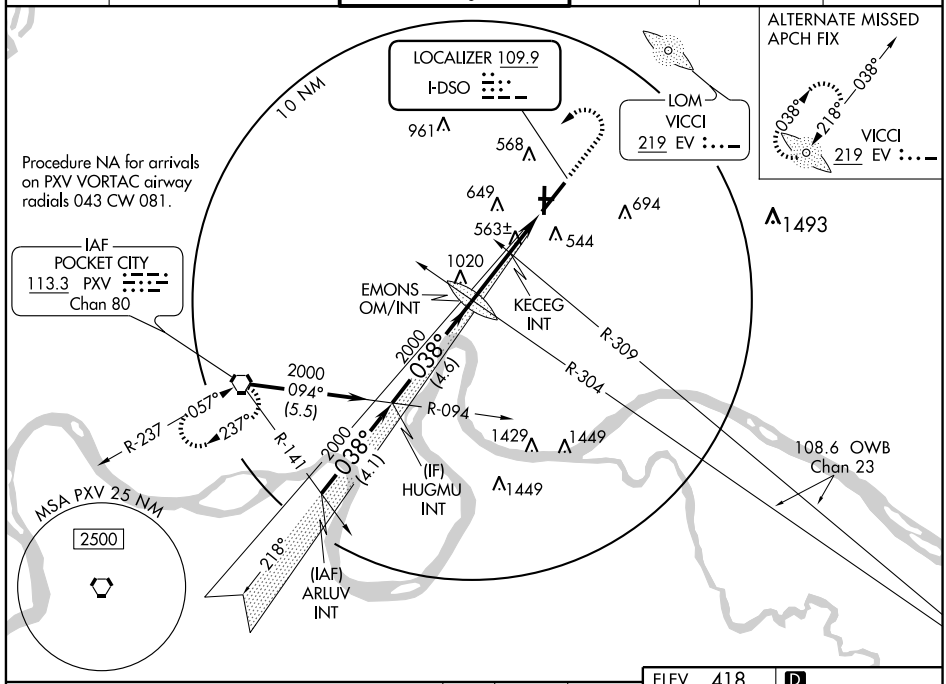
LOC I-DSO	APP CRS	Rwy ldg	6724
109.9	038°	TDZE	385
		Apt Elev	418

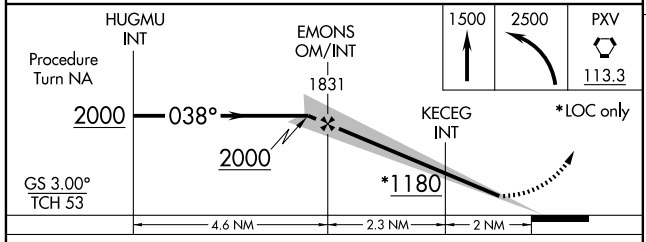
ILS or LOC RWY 4
EVANSVILLE RGNL (EVV)

ASR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *		EVANSVILLE TOWER *		GND CON	CLNC DEL	UNICOM
120.2	126.4	226.4	118.7 (CTAF)	257.8	121.9	126.6	122.95

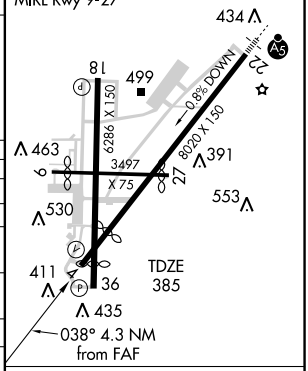




CATEGORY	A	B	C	D
S-ILS 4	585-¾ 200 (200-¾)			
S-LOC 4	1180-1 795 (800-1)	1180-1¼ 795 (800-1¼)	1180-2¼ 795 (800-2¼)	1180-2½ 795 (800-2½)
CIRCLING	1180-1 762 (800-1)	1180-1¼ 762 (800-1¼)	1180-2¼ 762 (900-2¼)	1180-2½ 762 (800-2½)
KECEG FIX MINIMUMS				
S-LOC 4	820-1 435 (500-1)		820-1¼ 435 (500-1¼)	820-1½ 435 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-1)

ELEV 418 D

HIRL Rwys 4-22 and 18-36
REIL Rwys 4, 18 and 36
MIRL Rwy 9-27



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-EVV	APP CRS	Rwy ldg	8020
109.9	218°	TDZE	418
		Apt Elev	418

ILS or LOC RWY 22
EVANSVILLE RGNL (EVV)

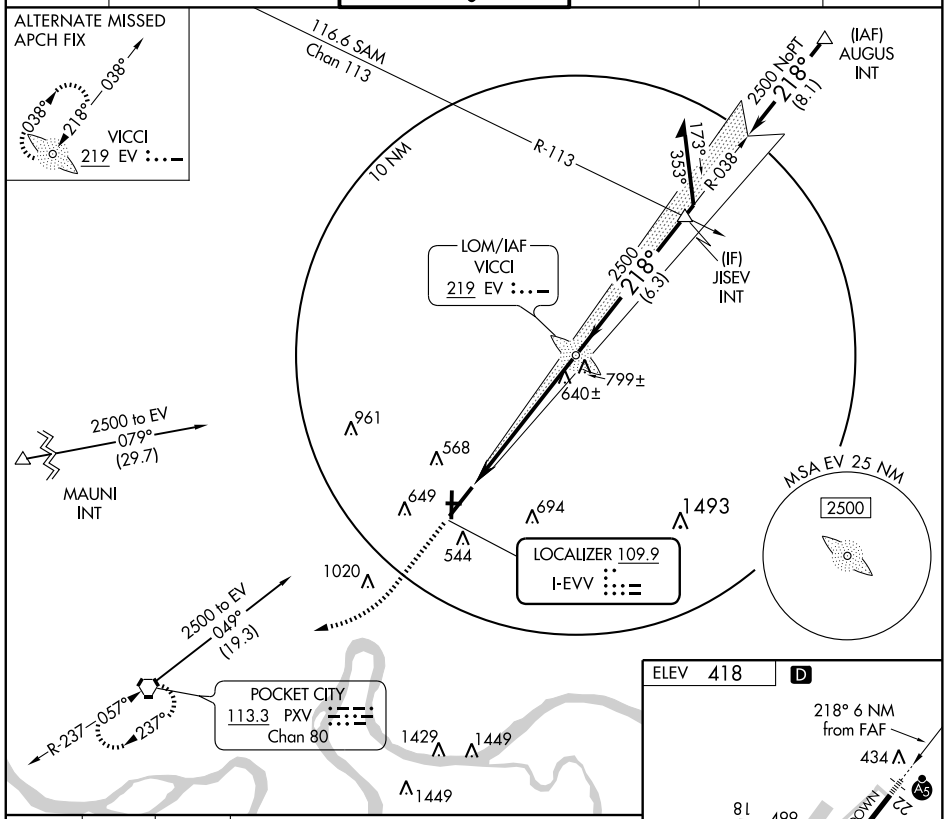
ASR

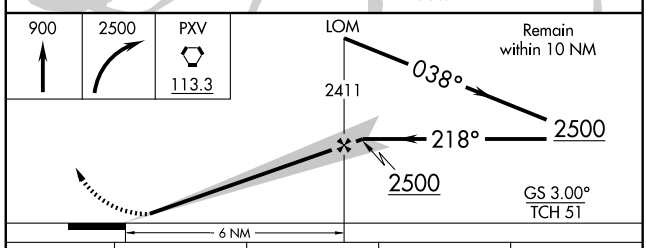
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

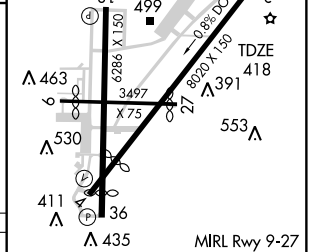
MALSR

MISSED APPROACH: Climb to 900 then climbing right turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON *	EVANSVILLE TOWER *	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

CATEGORY	A	B	C	D
S-ILS 22	*618/24 200 (200-½)			
S-LOC 22	900/24 482 (500-½)		900/40 482 (500-¾)	900/50 482 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2. 14 JAN 2010 to 11 FEB 2010

LOM EV 219	APP CRS 218°	Rwy ldg 8020 TDZE 418 Apt Elev 418

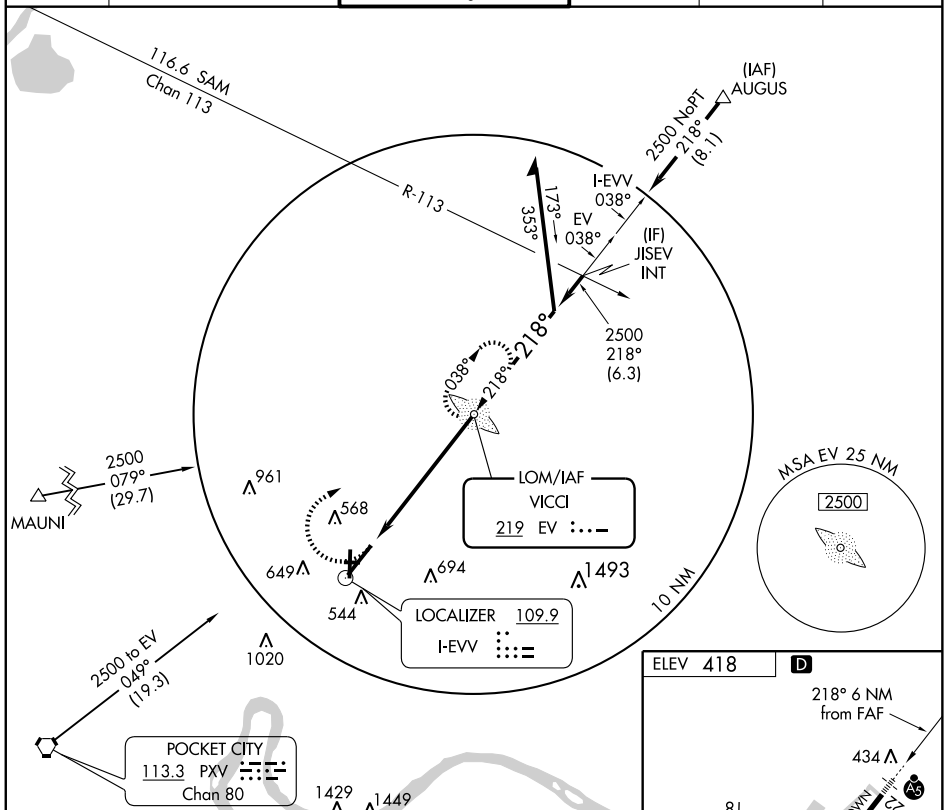
NDB RWY 22
EVANSVILLE RGNL (EVV)

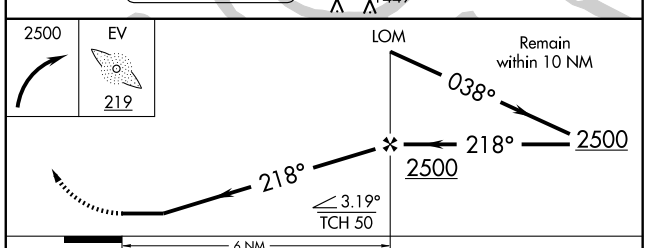
ASR

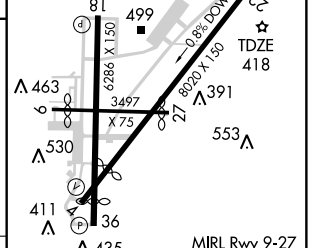
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct EV LOM and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95







CATEGORY	A	B	C	D
S-22	1060/40	642 (700-¾)	1060/60 642 (700-1¼)	1060-1¾ 642 (700-1¾)
CIRCLING	1060-1	642 (700-1)	1060-1¾ 642 (700-1¾)	1060-2 642 (700-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82711 W04A	APP CRS 038°	Rwy ldg 6724 TDZE 385 Apt Elev 418

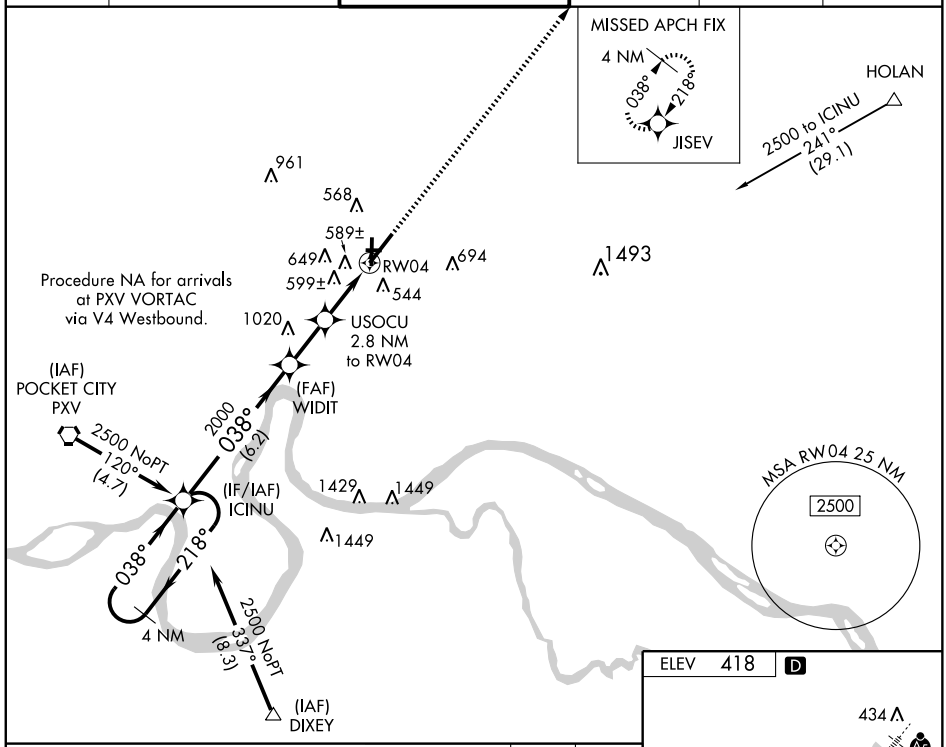
RNAV (GPS) RWY 4
EVANSVILLE RGNL (EVV)

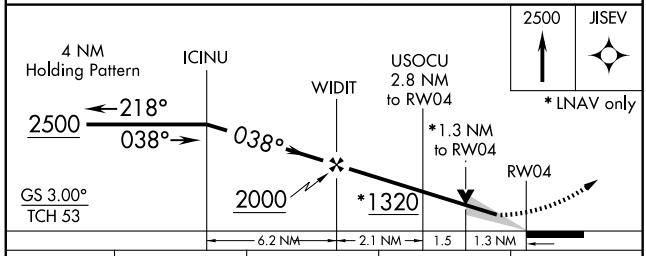
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

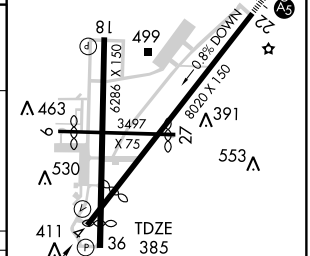
MISSED APPROACH: Climb to 2500 direct JISEV and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7 (CTAF) L 257.8	121.9	126.6	122.95





CATEGORY	A	B	C	D
LPV DA	585-¾ 200 (200-¾)			
LNAV/VNAV DA	970-2 585 (600-2)			
LNAV MDA	860-1 475 (500-1)		860-1¼ 475 (500-1¼)	860-1½ 475 (500-1½)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42512 W22A	APP CRS 218°	Rwy ldg 8020 TDZE 418 Apt Elev 418

RNAV (GPS) RWY 22
EVANSVILLE RGNL (EVV)

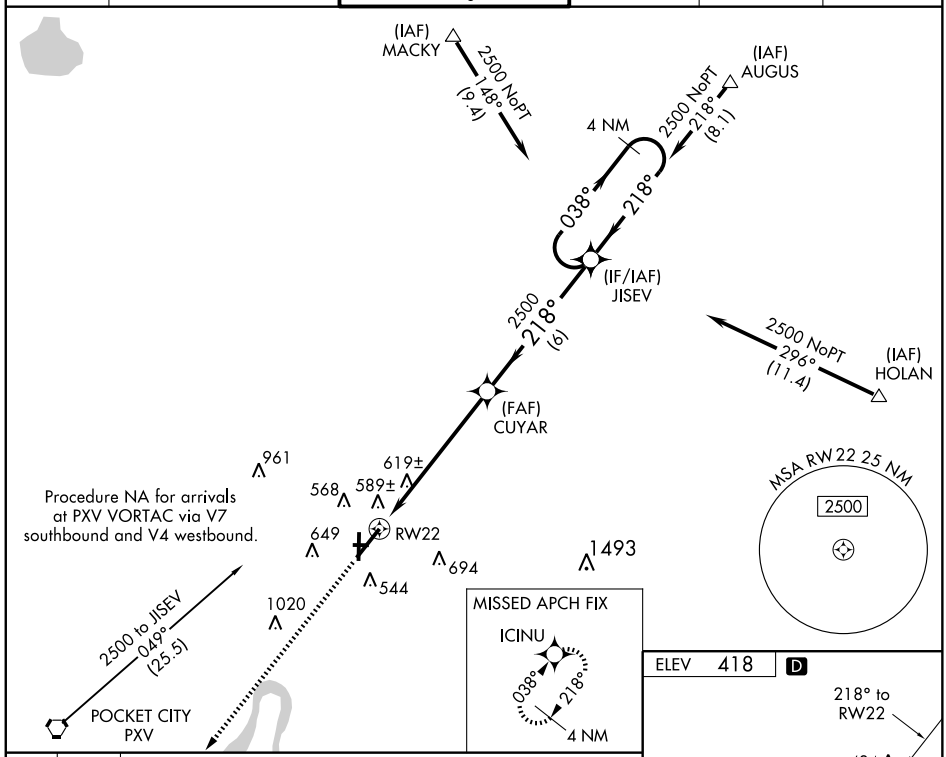
ASR

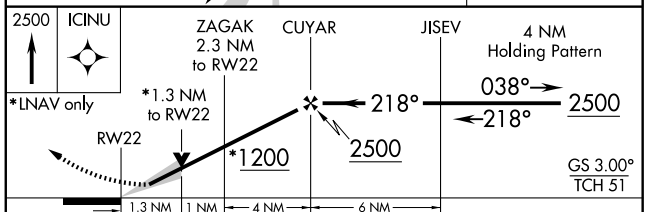
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

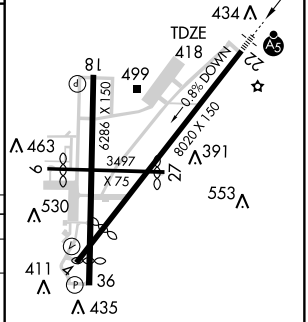
MISSED APPROACH: Climb to 2500 direct ICINU and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95





CATEGORY	A	B	C	D
LPV DA	618/24 200 (200-½)			
LNAV/VNAV DA	910/60 492 (500-1¼)			
LNAV MDA	880/24 462 (500-½)		880/40 462 (500-¾)	880/50 462 (500-1)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)



MIRL Rwy 9-27
REIL Rwys 4, 18 and 36
HIRL Rwys 4-22 and 18-36

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC PXV 113.3 Chan 80	APP CRS 057°	Rwy ldg 6724 TDZE 385 Apt Elev 418

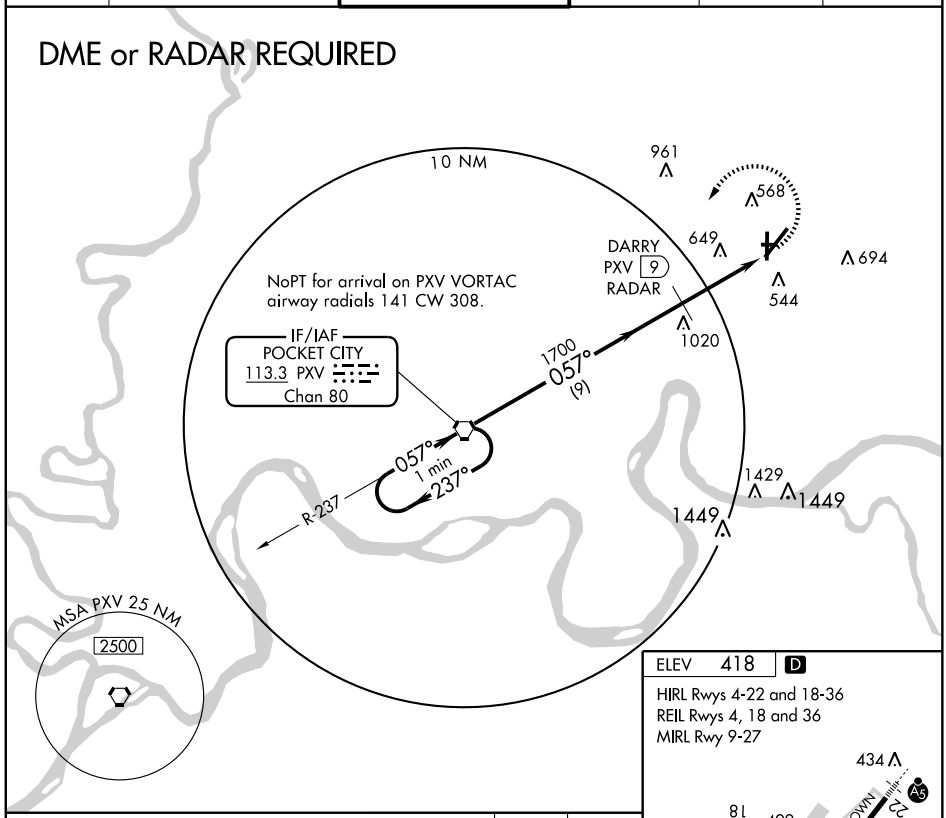
VOR RWY 4
EVANSVILLE RGNL (EVV)

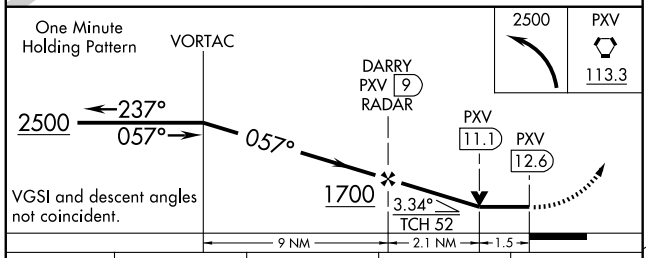
ASR — Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct PXV VORTAC and hold.

ATIS	EVANSVILLE APP CON ★	EVANSVILLE TOWER ★	GND CON	CLNC DEL	UNICOM
120.2	126.4 226.4	118.7(CTAF) L 257.8	121.9	126.6	122.95

DME or RADAR REQUIRED

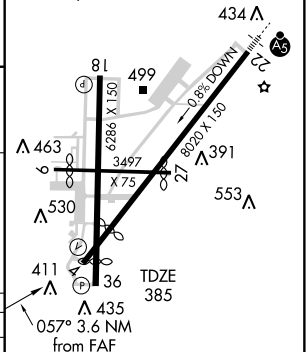




CATEGORY	A	B	C	D
S-4	900-1 515 (500-1)		900-1½ 515 (500-1½)	900-1¾ 515 (500-1¾)
CIRCLING	940-1 522 (600-1)	960-1 542 (600-1)	960-1½ 542 (600-1½)	980-2 562 (600-2)

ELEV 418 D

HIRL Rwys 4-22 and 18-36
REIL Rwys 4, 18 and 36
MIRL Rwy 9-27



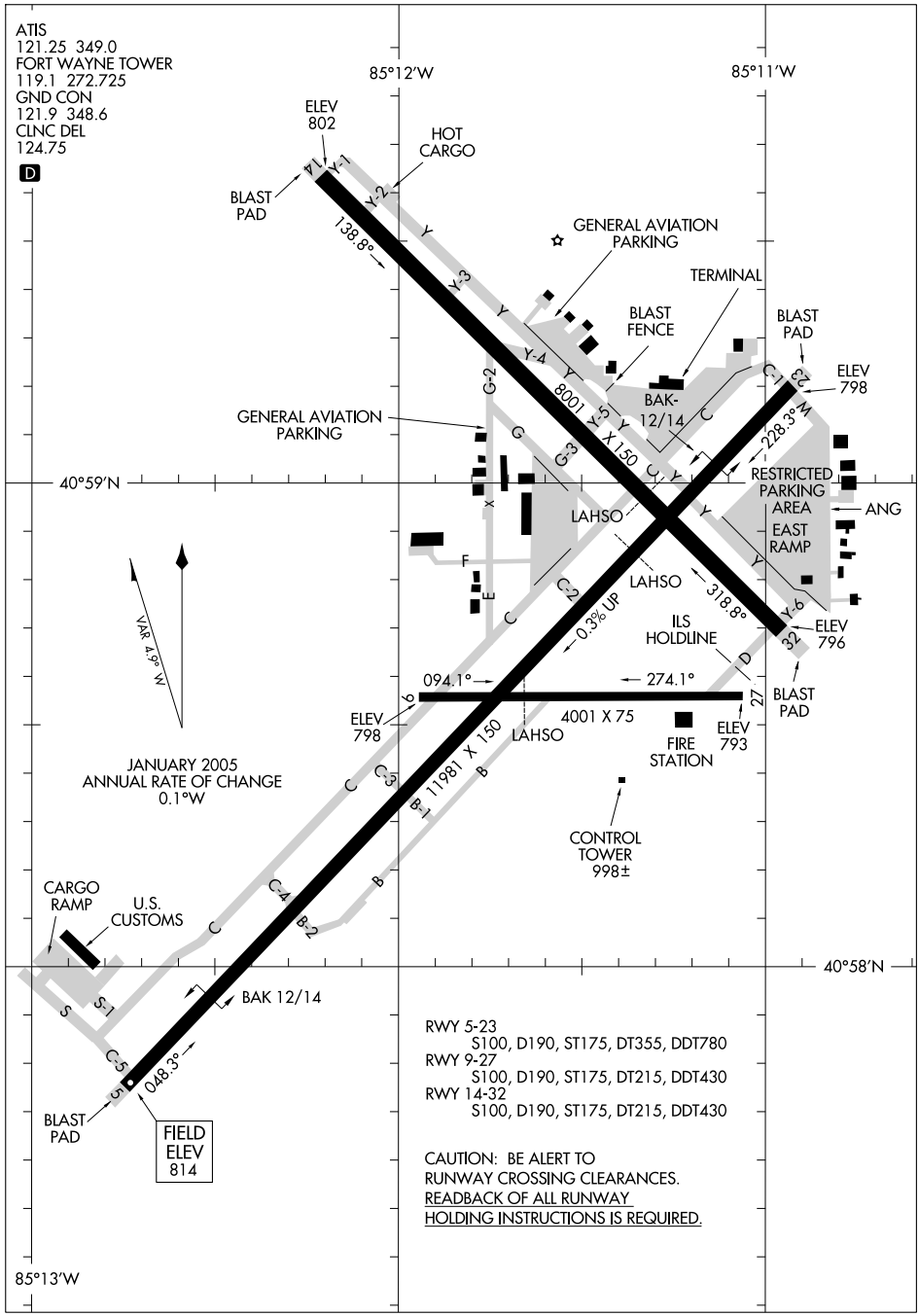
FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

EC-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-156 (FAA)

FORT WAYNE INTL (FWA)
FORT WAYNE, INDIANA



HI-ILS or LOC RWY 32

LOC I-FWA	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.9	318°	8001 / 800 / 814

JAL-156 [USAF]

FORT WAYNE INTL (KFWA)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.

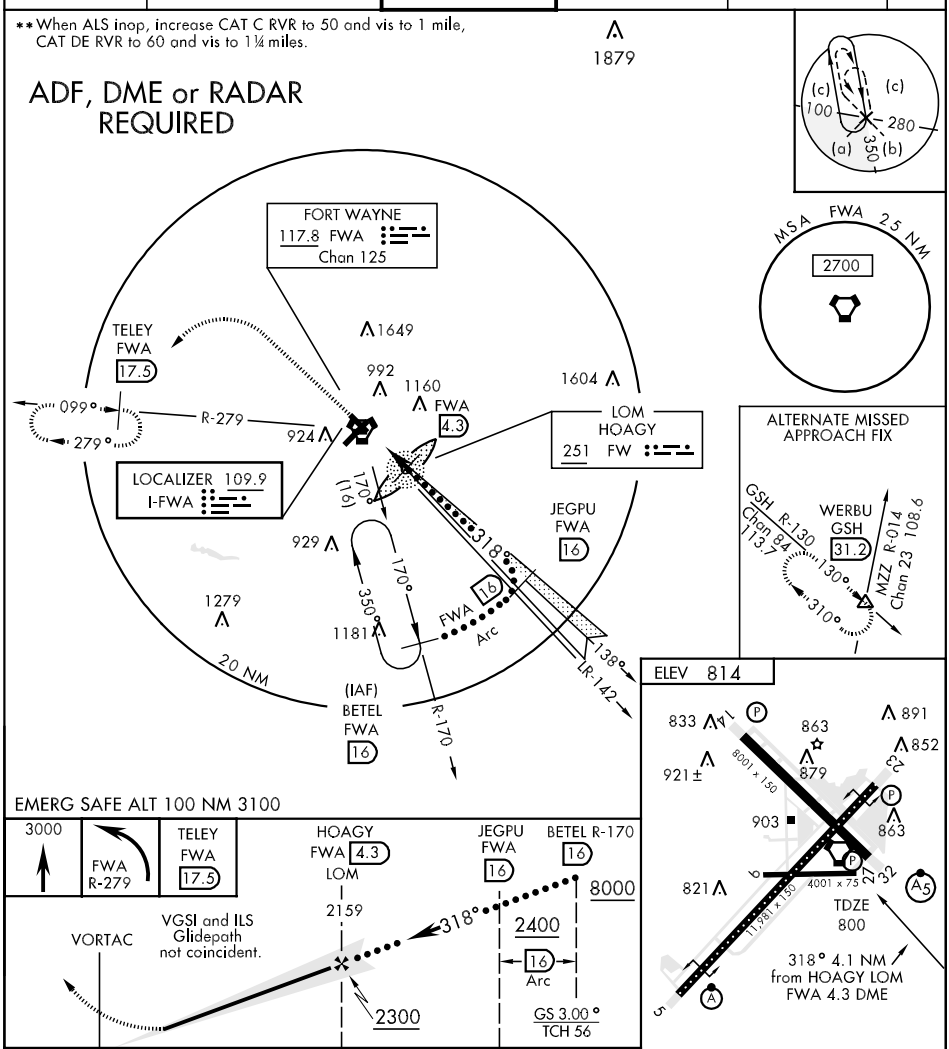
MALSR A5

MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	

** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ADF, DME or RADAR REQUIRED



TDZ/CL Rwy 5
REIL Rwy 14 and 23
HIRL Rwy 5-23 and 14-32

CATEGORY	C	D	E
S-ILS 32*	1000/24 200 (200-½)		
S-LOC 32**	1160/24 360(400-½)	1160/40 360 (400-¾)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 4.1 NM

Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

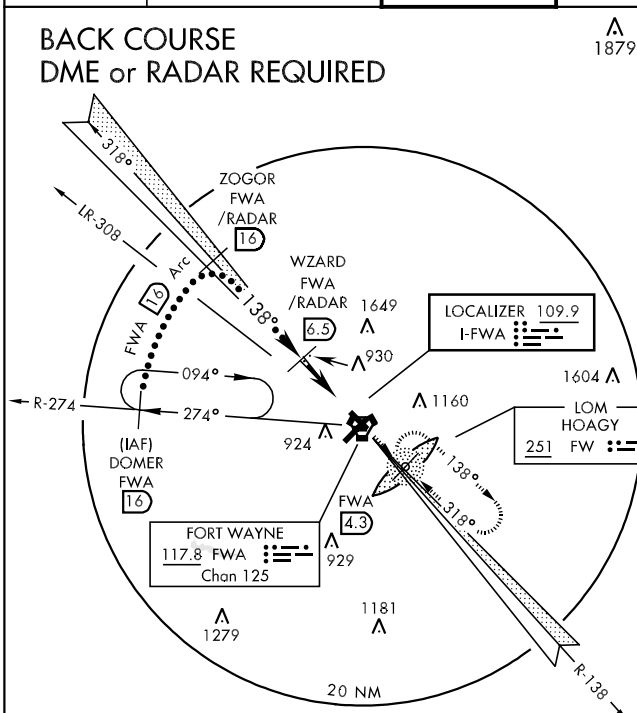
LOC I-FWA 109.9	APCH CRS 138°	Rwy ldg 8001 TDZE 802 Arpt Elev 814	JAL-156 [USAF]

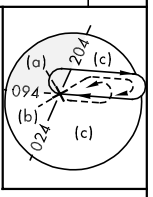
HI-LOC BC RWY 14

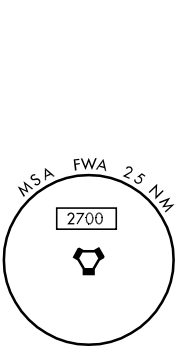
FORT WAYNE INTL (KFWA)

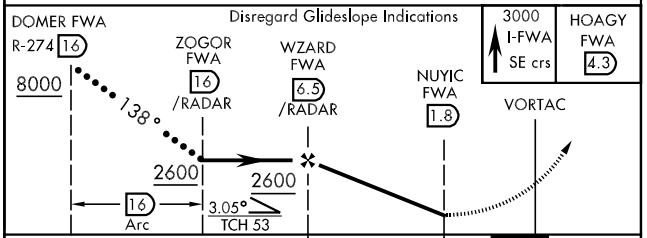
MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000 (ADF or DME or RADAR REQUIRED).

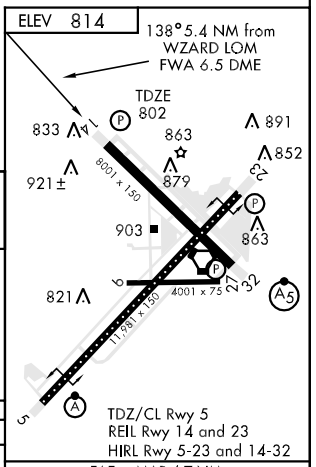
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	











CATEGORY	C	D	E
S-14	1220-1¼ 418 (500-1¼)		1220-1½ 418 (500-1½)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

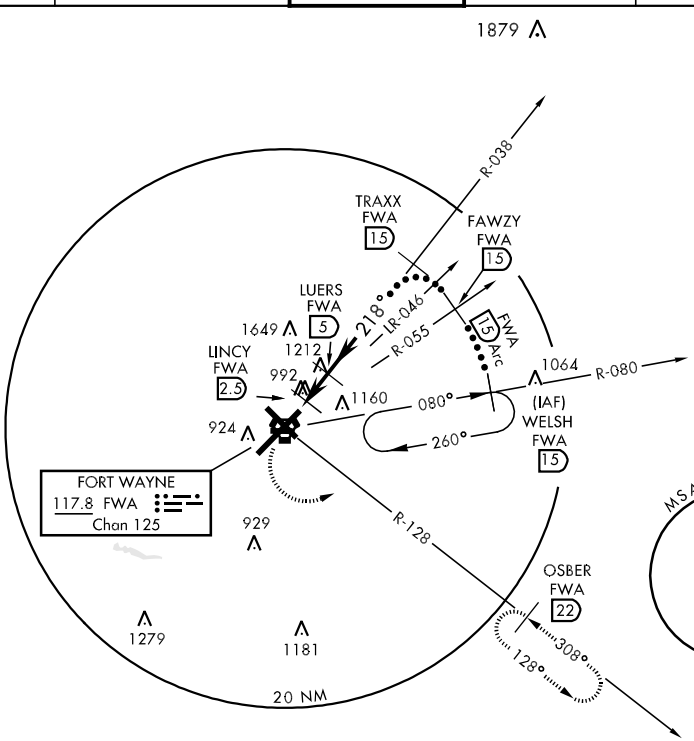
FAF to MAP 4.7 NM					
Knots	120	140	160	180	200
Min:Sec	2:21	2:01	1:46	1:34	1:25

HI-TACAN RWY 23

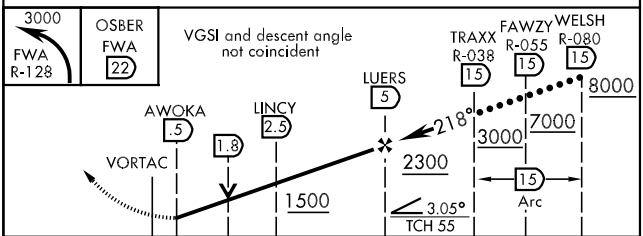
VORTAC FWA 117.8 Chan 125	APCH CRS 218°	Rwy ldg 11,981 TDZE 799 Arpt Elev 814	JAL-156 [USAF]	FORT WAYNE INTL (KFWA)

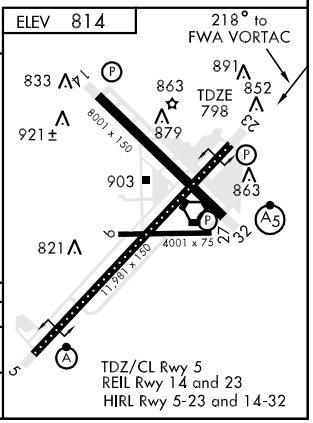
MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-23	1300-1½ 502 (500-1½)		1300-1¾ 502 (500-1¾)
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

HI-TACAN RWY 32

VORTAC FWA 117.8 Chan 125	APCH CRS 312°	Rwy ldg 8001 TDZE 800 Arpt Elev 814

JAL-156 [USAF]

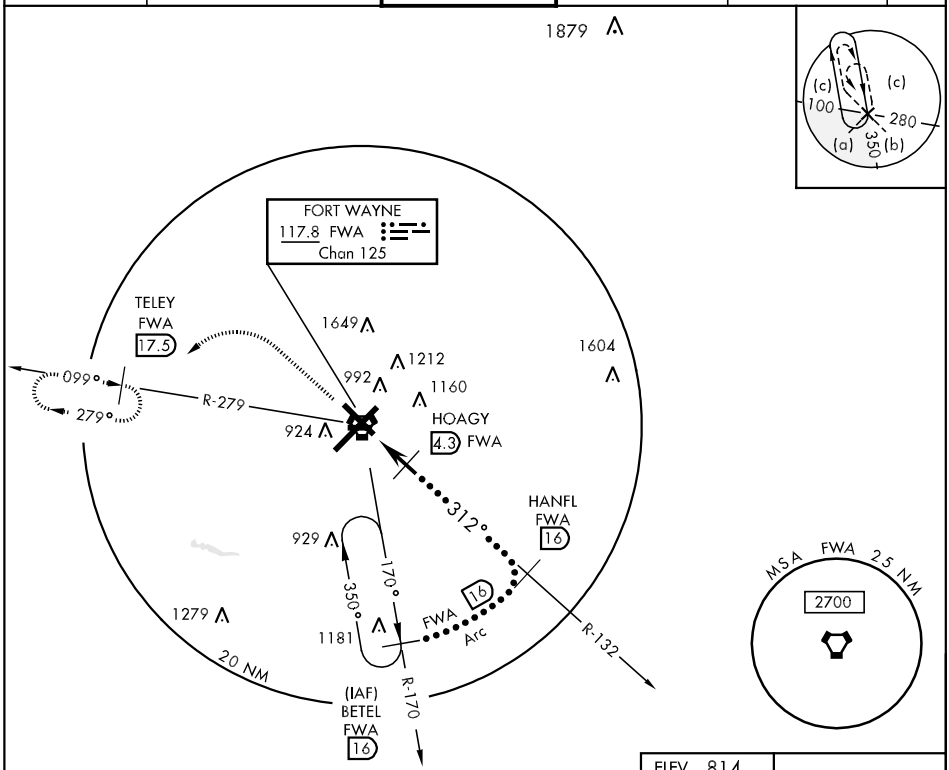
FORT WAYNE INTL (KFWA)

* When ALS is inop, increase CAT C RVR to 60, vis to 1¼ miles, CAT DE vis to 1½ miles.

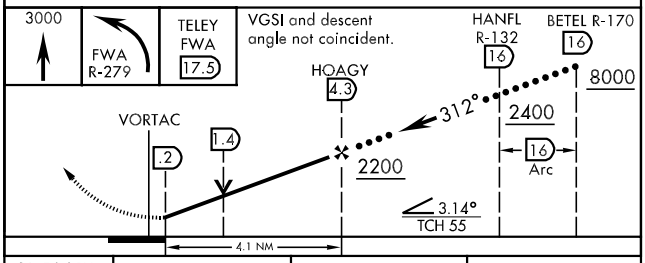
MALSR A5

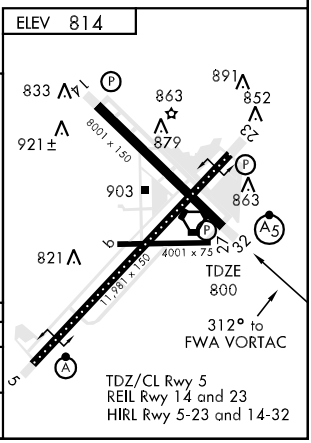
MISSED APPROACH: Climb to 3000, then left turn via FWA R-279 to TELEY INT (FWA 17.5 DME) and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL	ASR
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-32 *	1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

LOC I-HVD	APP CRS	Rwy ldg	11981
111.9	049°	TDZE	814
		Apt Elev	814

ILS or LOC RWY 5
FORT WAYNE INTL (FWA)

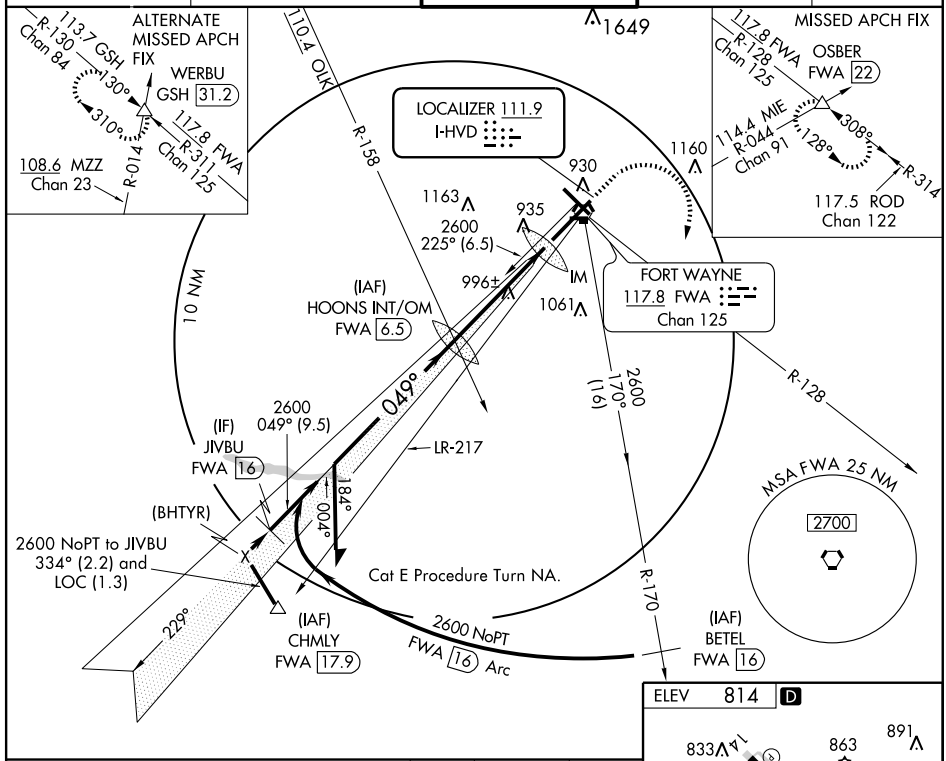
ASR

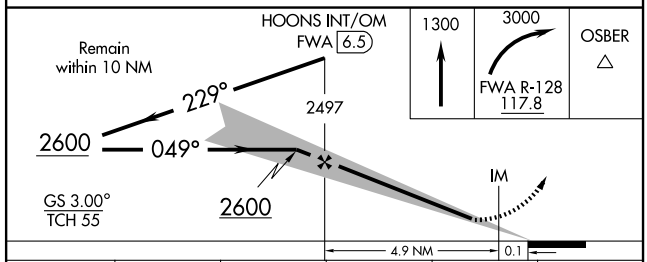
For inoperative ALSF-2, increase S-ILS 5 Cat E visibility to RVR 4000 and increase S-LOC 5 Cat E visibility to 1½ mile.

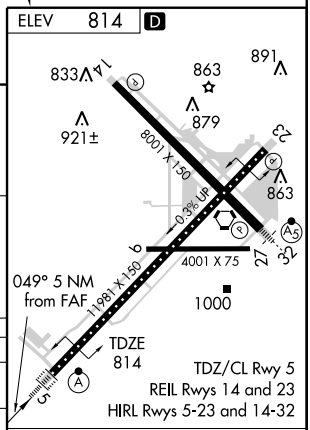
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







CATEGORY	A	B	C	D	E
S-ILS 5	1014/18 200 (200-½)				1014/24 200 (200-½)
S-LOC 5	1260/24 446 (500-½)		1260/40 446 (500-¾)	1260/50 446 (500-1)	
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-FWA	APP CRS	Rwy ldg	8001
109.9	318°	TDZE	800
		Apt Elev	814

ILS or LOC RWY 32
FORT WAYNE INTL (FWA)

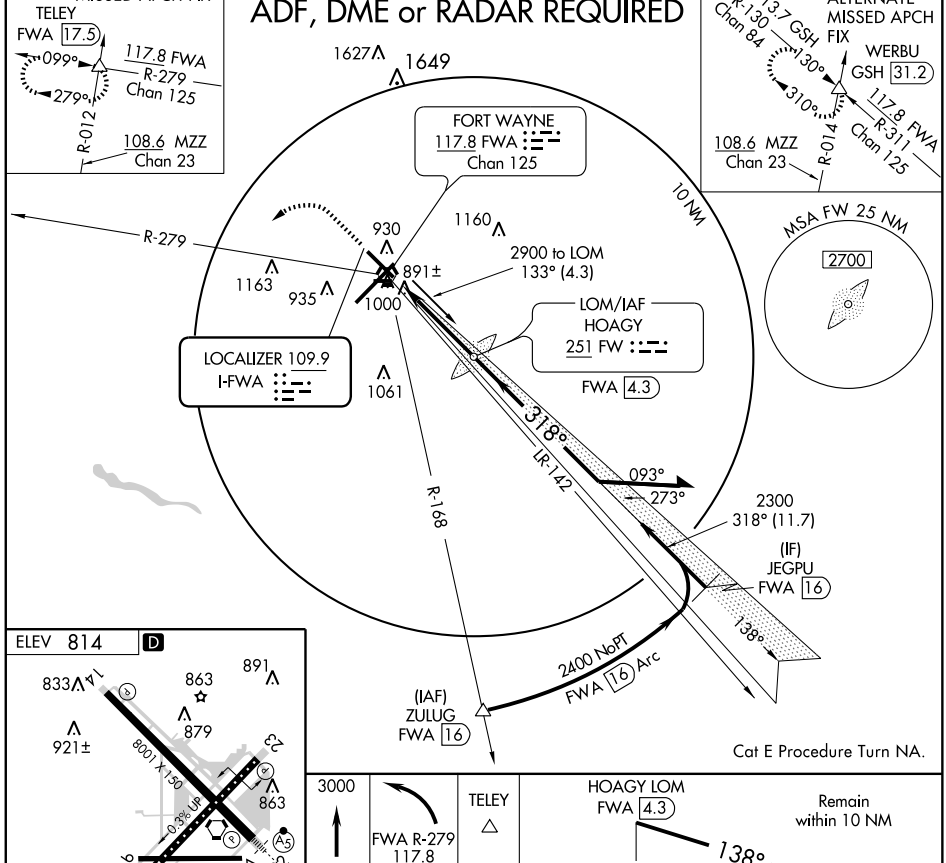
ASR

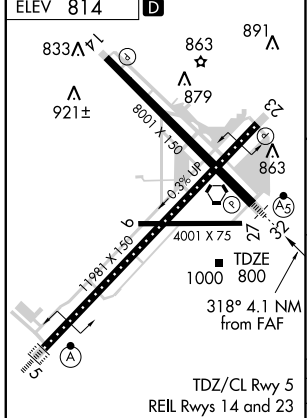
* RVR 1800 authorized with use of FD or AP or HUD to DA. For inoperative MALSR, increase S-ILS 32 Cat E visibility to RVR 4000 and S-LOC 32 Cat E visibility to RVR 6000. DME from FWA VORTAC.

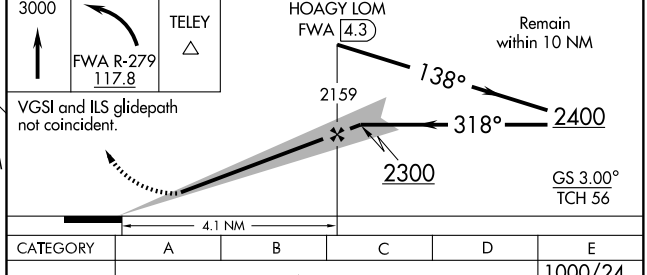
MALSR

MISSED APPROACH: Climb to 3000 then left turn via FWA R-279 to TELEY INT/FWA 17.5 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 32	*1000/24 200 (200-½)				1000/24 200 (200-½)
S-LOC 32	1160/24 360 (400-½)			1160/40	360 (400-¾)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HVD	APP CRS	Rwy ldg	11981
111.9	049°	TDZE	814
		Apt Elev	814

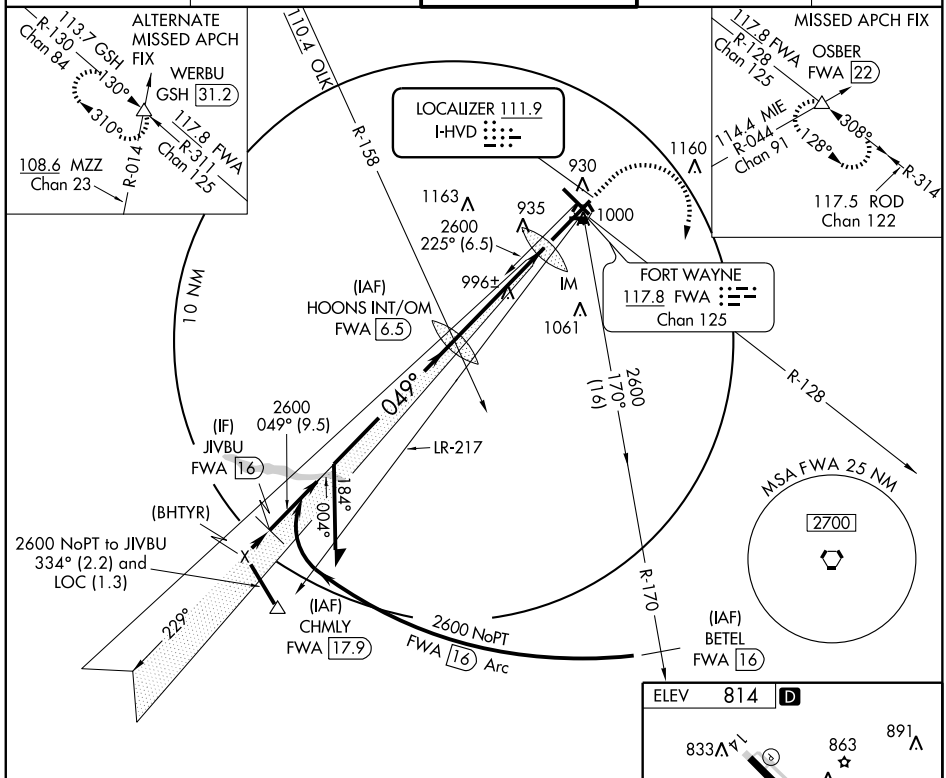
ILS RWY 5 (CAT II)
FORT WAYNE INTL (FWA)

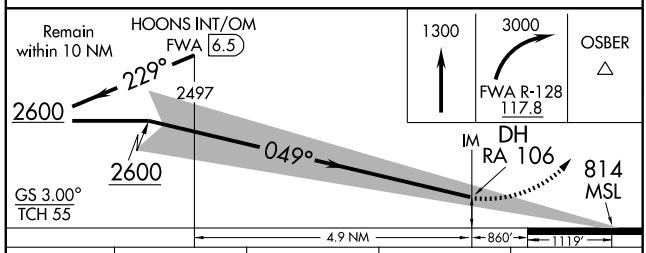
ASR

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

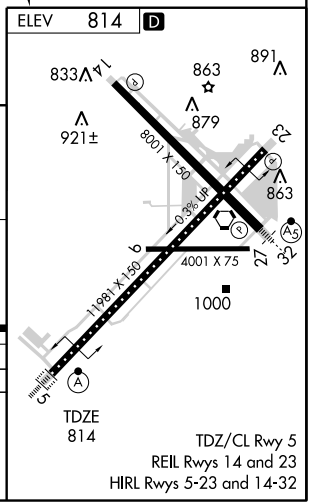
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





CATEGORY	A	B	C	D
S-ILS 5	RA 106/12 100 DA 914			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-FWA 109.9	APP CRS 138°	Rwy ldg 8001 TDZE 802 Apt Elev 814

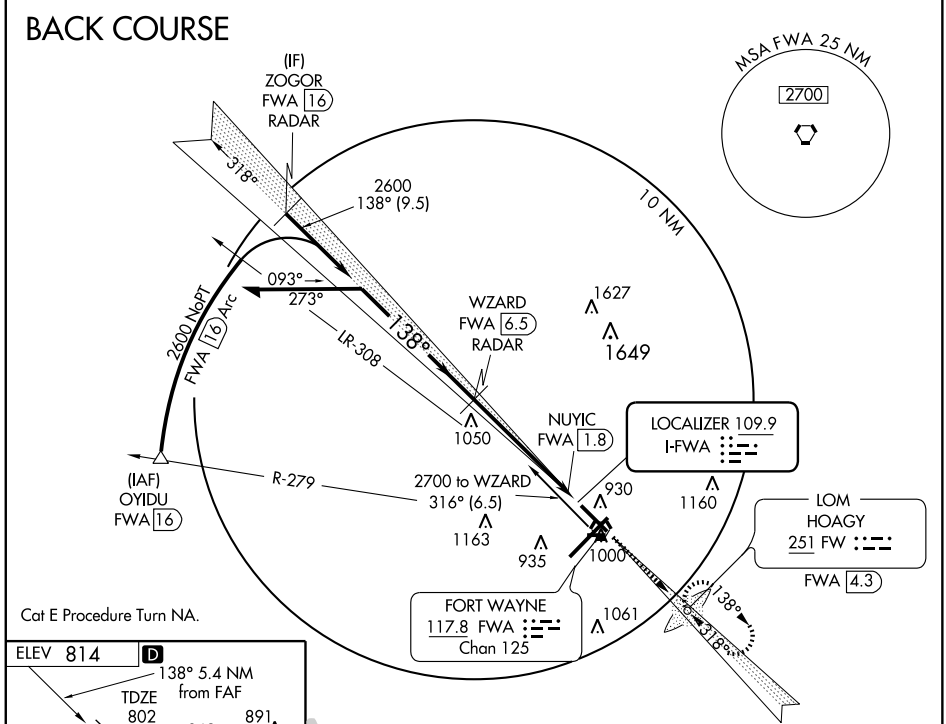
LOC BC RWY 14
FORT WAYNE INTL (FWA)

ASR — ADF or DME or Radar Required.

MISSED APPROACH: Climb to 3000 via I-FWA SE course to HOAGY LOM/FWA 4.3 DME and hold, continue climb-in-hold to 3000.

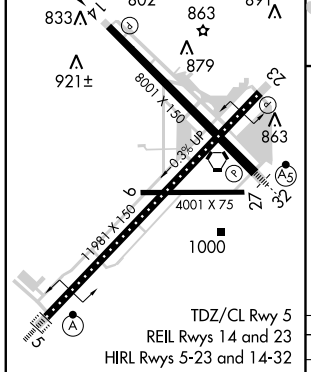
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75

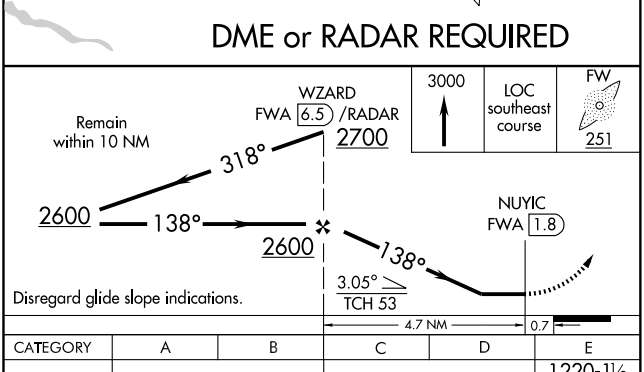
BACK COURSE



Cat E Procedure Turn NA.

DME or RADAR REQUIRED





FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D	E
S-14	1220-1 418 (500-1)		1220-1¼ 418 (500-1¼)		1220-1½ 418 (500-1½)
CIRCLING	1300-1 486 (500-1)		1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

WAAS CH 93609 W05A	APP CRS 047°	Rwy ldg 11981 TDZE 815 Apt Elev 815

RNAV (GPS) RWY 5
FORT WAYNE INTL (FWA)

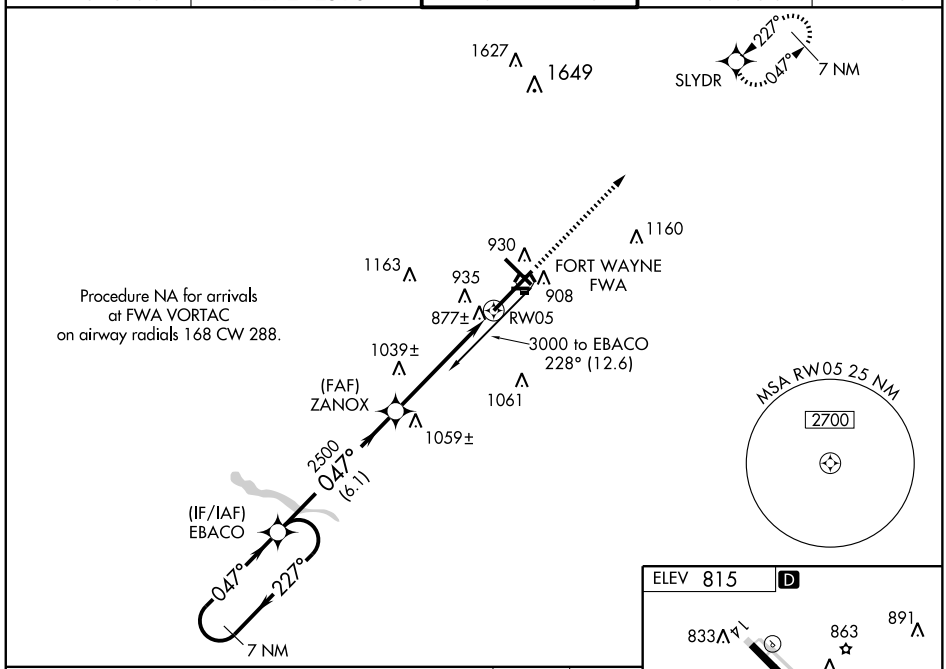
ASR

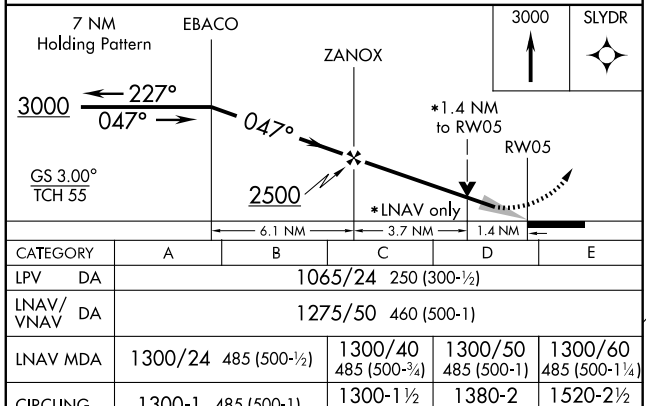
When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1122, increase LNAV/VNAV DA to 1332, increase all MDA 60 feet, increase LNAV/VNAV visibility ¼ mile, increase LNAV Cat C/D/E visibility ¼ mile, and increase Circling Cat E visibility ¼ mile. For inoperative ALSF when using Auburn altimeter setting, increase LPV visibility to RVR 5000, increase LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 2 miles. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

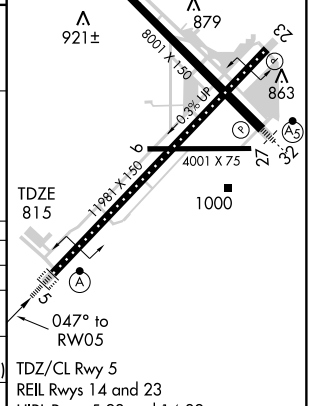
MISSED APPROACH: Climb to 3000 direct SLYDR and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





CATEGORY	A	B	C	D	E
LPV DA	1065/24 250 (300-½)				
LNAV/VNAV DA	1275/50 460 (500-1)				
LNAV MDA	1300/24 485 (500-½)		1300/40 485 (500-¾)	1300/50 485 (500-1)	1300/60 485 (500-1¼)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)



EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	8001
138°	TDZE	802
	Apt Elev	815

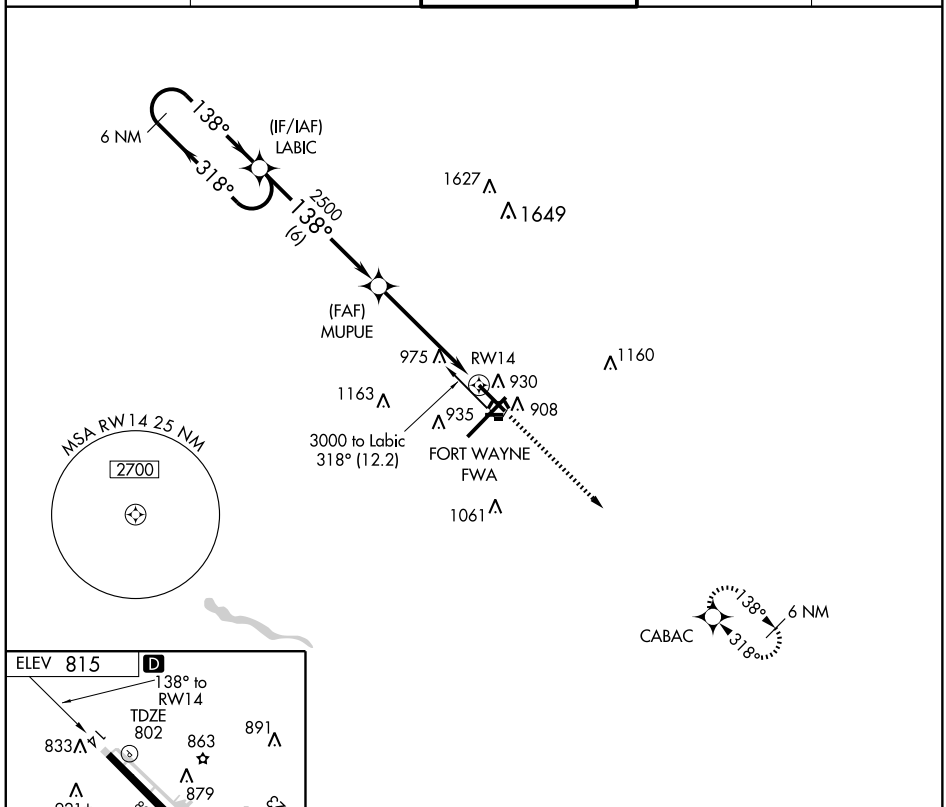
RNAV (GPS) RWY 14
FORT WAYNE INTL (FWA)

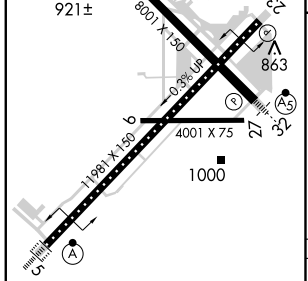
NA
ASR

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

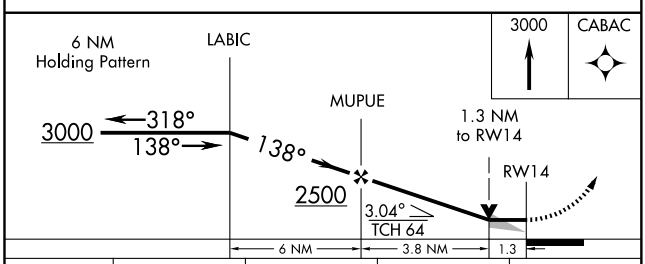
MISSED APPROACH: Climb to 3000 direct CABAC WP and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)		1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1320-1 505 (600-1)		1320-1½ 505 (600-1½)	1380-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 69599 W23A	APP CRS 227°	Rwy ldg 11981 TDZE 799 Apt Elev 815

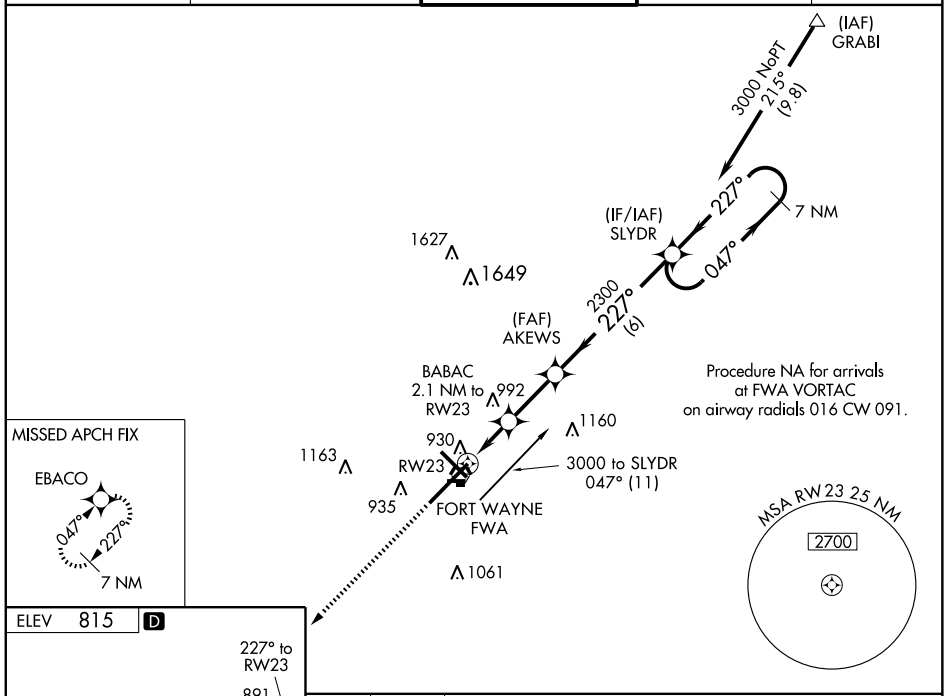
RNAV (GPS) RWY 23
FORT WAYNE INTL (FWA)

When local altimeter setting not received, use Auburn altimeter setting and increase LPV DA to 1110, increase LNAV/VNAV DA to 1287, increase all MDA 60 feet and increase LPV visibility ¼ mile, LNAV/VNAV visibility ¼ mile, LNAV Cat D/E visibility ¼ mile, and circling Cat E visibility ¼ mile. VDP and Baro-VNAV NA when using Auburn altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

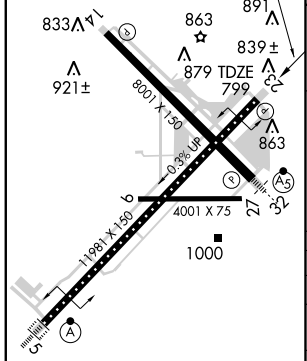
ASR

MISSED APPROACH: Climb to 3000 direct EBACO and hold.

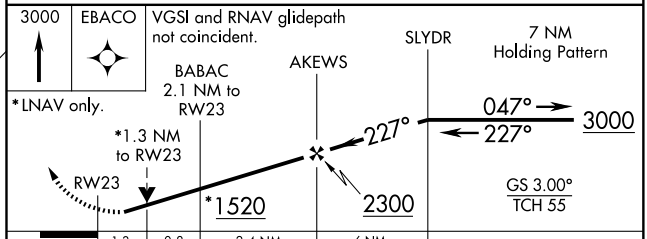
ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75



ELEV 815 D



TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D	E
LPV DA	1053/40 254 (300-¾)				
LNAV/VNAV DA	1230-1½ 431 (500-1½)				
LNAV MDA	1300/50 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1300-1 485 (500-1)		1300-1½ 485 (500-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

APP CRS	Rwy ldg	8001
318°	TDZE	800
	Apt Elev	815

RNAV (GPS) RWY 32
FORT WAYNE INTL (FWA)

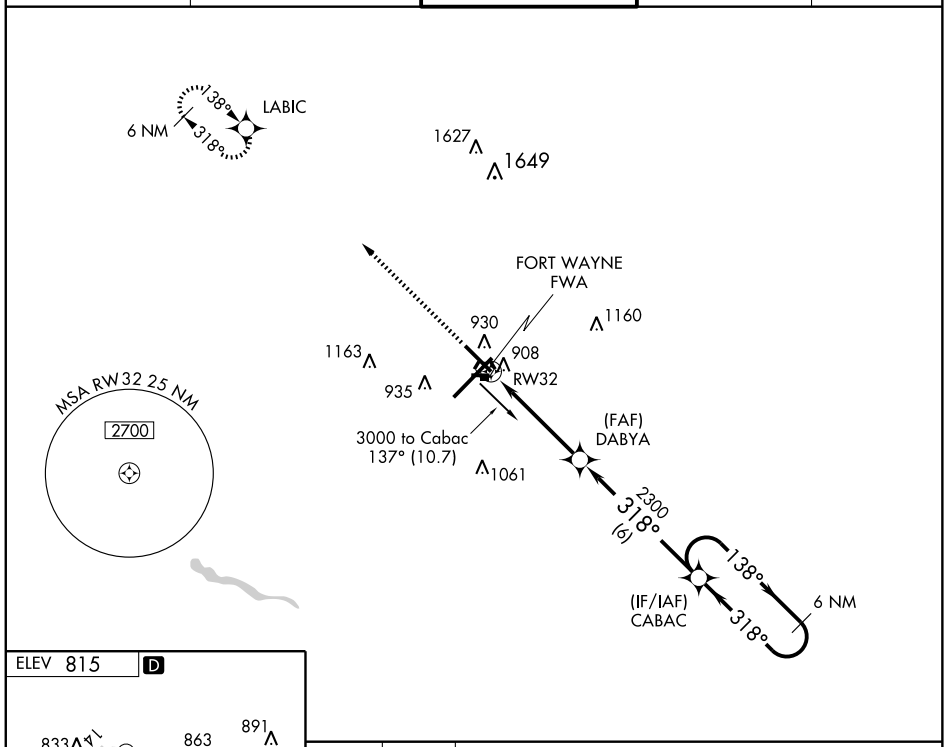
NA
ASR

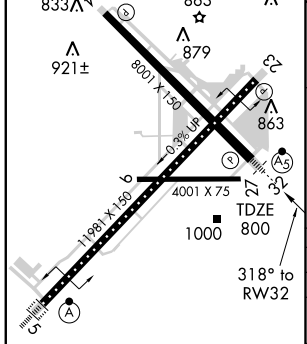
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).

MALSR

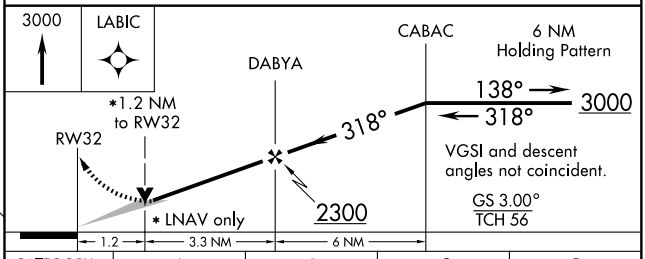
MISSED APPROACH: Climb to 3000 direct LABIC WP and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





TDZ/CL Rwy 5
REIL Rwys 14 and 23
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	1260/50 460 (500-1)			
LNAV MDA	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)
CIRCLING	1320-1½ 505 (600-1½)			1380-2 565 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA	APP CRS	Rwy ldg	11981
117.8	048°	TDZE	814
Chan 125		Apt Elev	814

VOR or TACAN RWY 5

FORT WAYNE INTL (FWA)

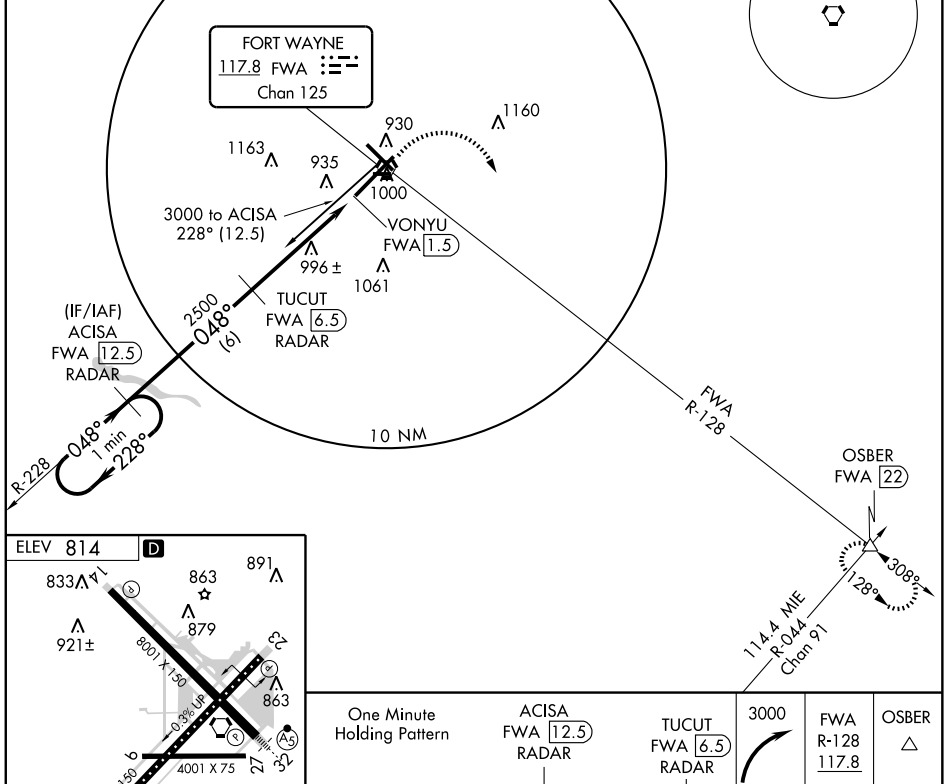
ASR

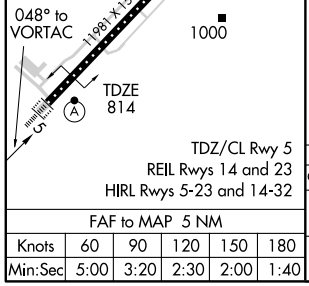
For Inoperative ALSF-2, increase S-5 Cat E visibility ½ mile.
DME or RADAR Required.

ALSF-2

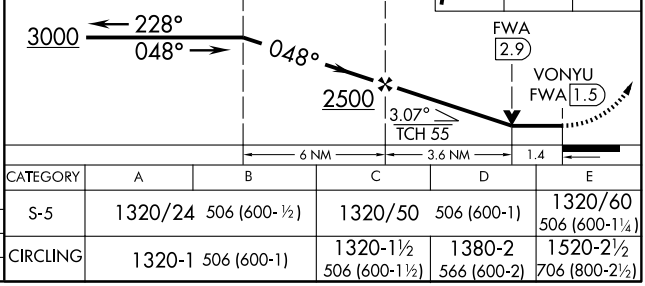
MISSED APPROACH: Climbing right turn to 3000 via FWA VORTAC R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D	E
S-5	1320/24	506 (600-½)	1320/50	506 (600-1)	1320/60 506 (600-1¼)
CIRCLING	1320-1	506 (600-1)	1320-1½ 506 (600-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA	APP CRS	Rwy ldg	8001
117.8	139°	TDZE	802
Chan 125		Apt Elev	814

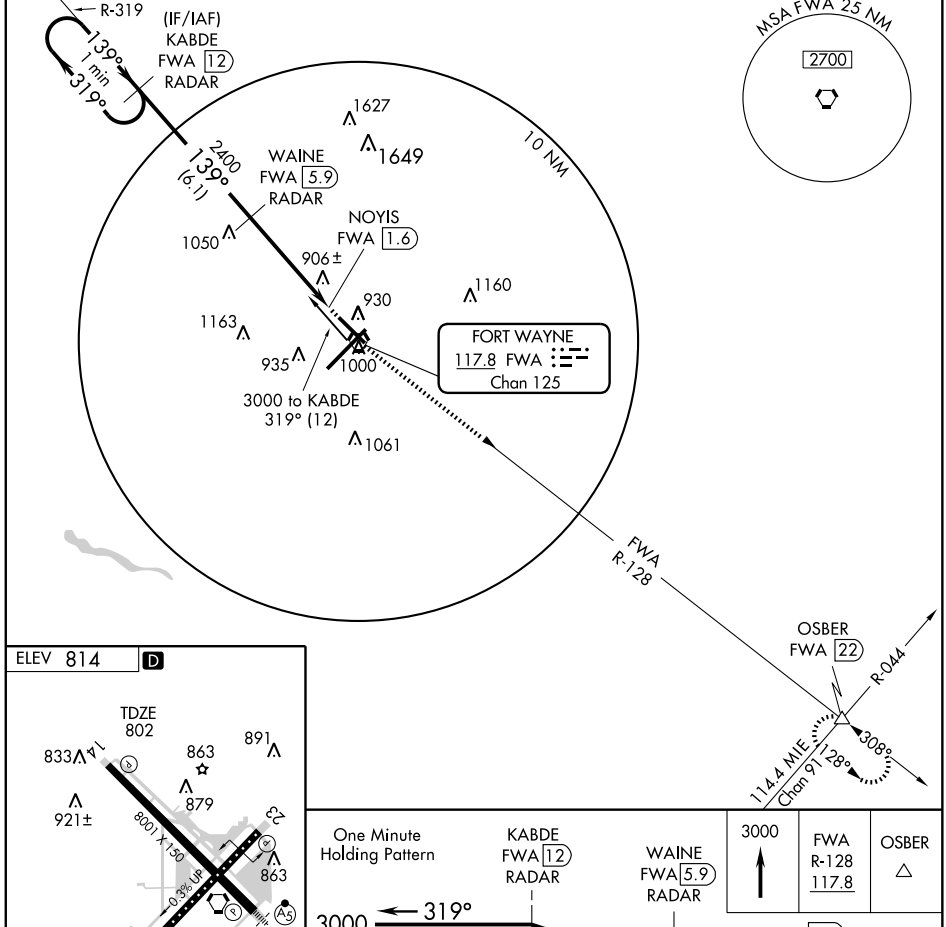
VOR or TACAN RWY 14

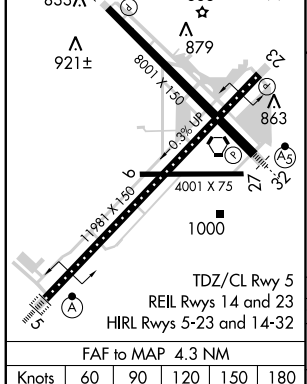
FORT WAYNE INTL (FWA)

T A ASR — DME or RADAR Required.

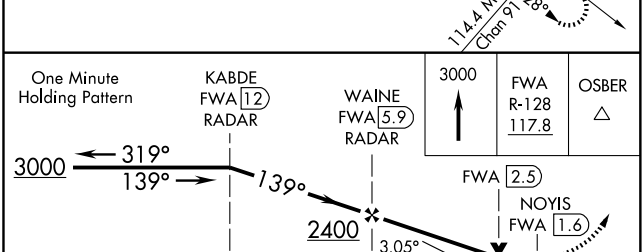
MISSED APPROACH: Climb to 3000 via FWA R-128 to OSBER INT/FWA 22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D	E
S-14	1280-1	478 (500-1)	1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)	1280-1¾ 478 (500-1¾)
CIRCLING	1300-1	486 (500-1)	1300-1½ 486 (500-1½)	1380-2 566 (600-2)	1520-2½ 706 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA	APP CRS	Rwy ldg	11981
117.8	218°	TDZE	799
Chan 125		Apt Elev	815

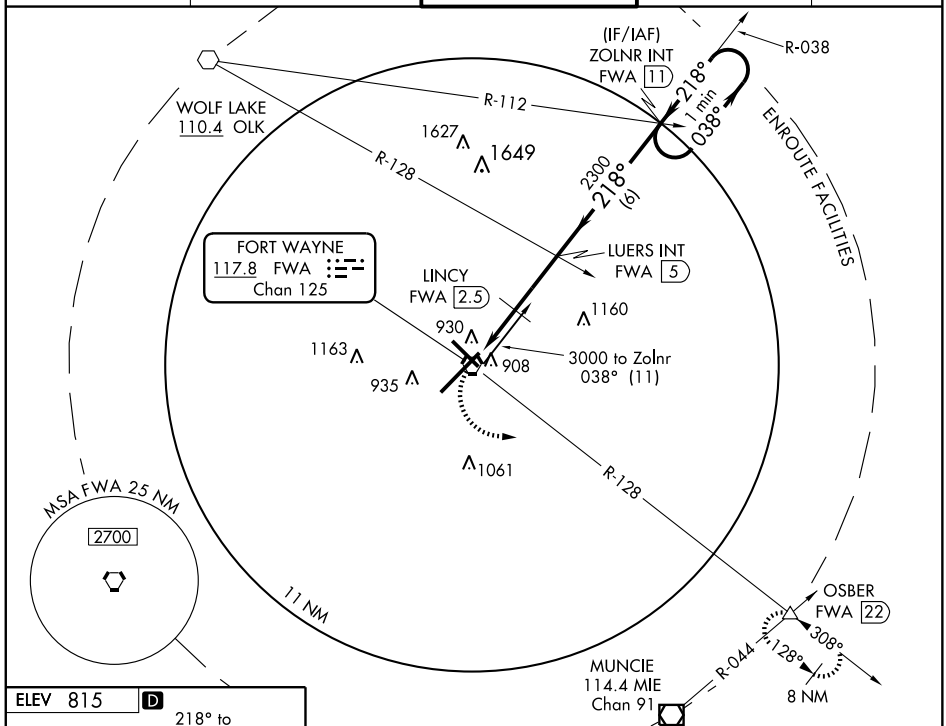
VOR or TACAN RWY 23

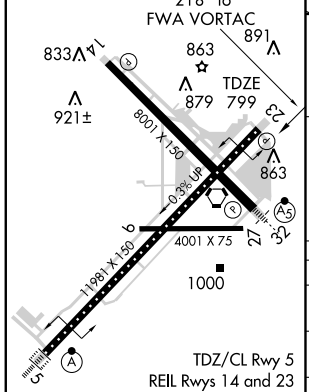
FORT WAYNE INTL (FWA)

ASR

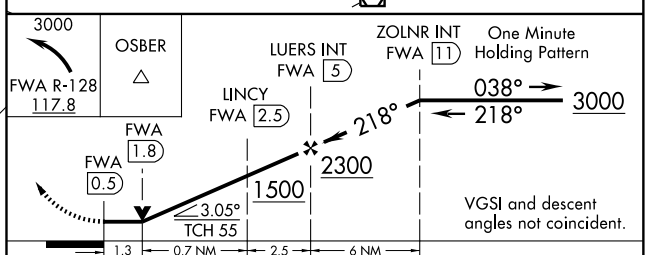
MISSED APPROACH: Climbing left turn to 3000 via FWA R-128 to OSBER Int/22 DME and hold.

ATIS	FORT WAYNE APP CON	FORT WAYNE TOWER	GND CON	CLNC DEL
121.25 349.0	127.2 284.6	119.1 272.725	121.9 348.6	124.75





FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D	E
S-23	1500-1 701 (700-1)		1500-2 701 (700-2)	1500-2¼ 701 (700-2¼)	1500-2½ 701 (700-2½)
CIRCLING	1500-1 685 (700-1)		1500-2 685 (700-2)	1500-2¼ 685 (700-2¼)	1520-2½ 705 (800-2½)
LINCY FIX MINIMUMS					
S-23	1300-1 501 (500-1)		1300-1½ 501 (500-1½)		1300-1¾ 501 (500-1¾)
CIRCLING	1320-1 505 (600-1)		1320-1½ 505 (600-1½)	1380-2 565 (600-2)	1520-2½ 705 (800-2½)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	2203
133°	TDZE	834
	Apt Elev	834

GPS RWY 13

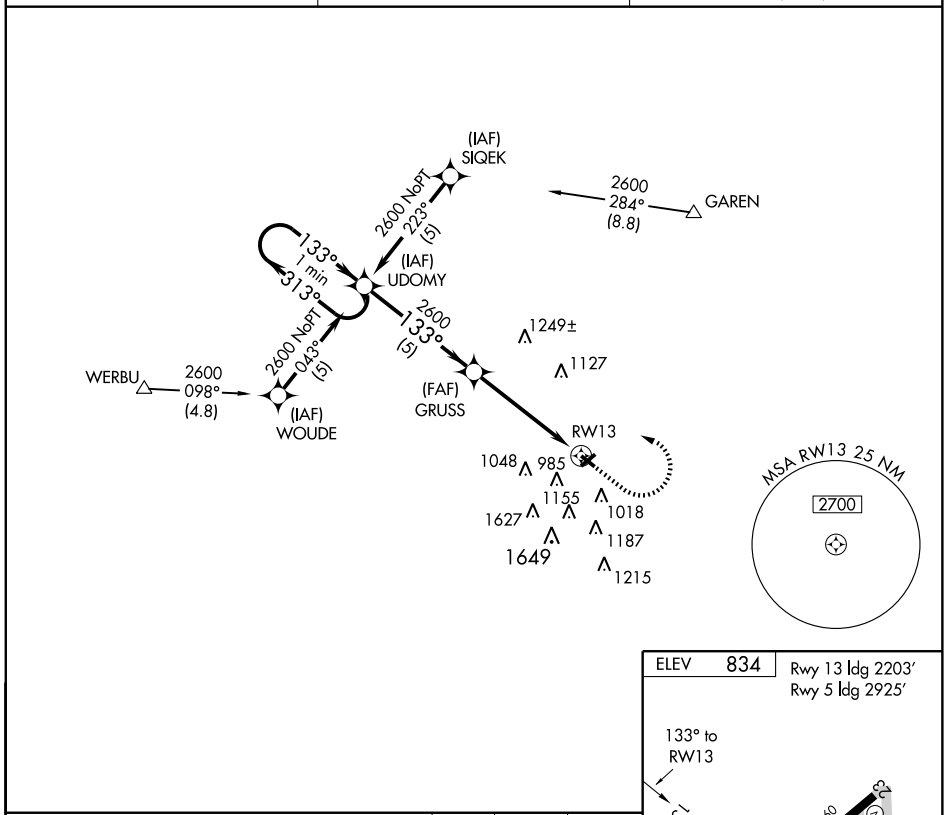
FORT WAYNE/ SMITH FIELD (SMD)

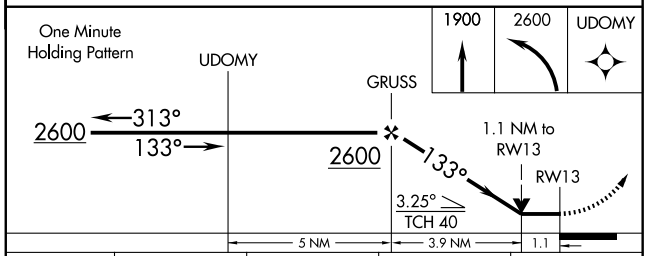
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

NA

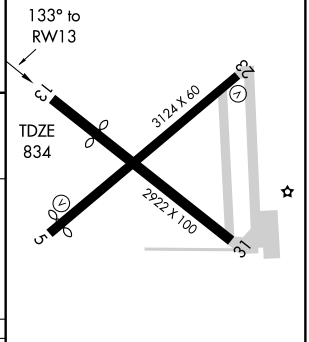
MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct UDOMY WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF)





CATEGORY	A	B	C	D
S-13	1240-1	406 (500-1)	1240-1¼ 406 (500-1¼)	NA
CIRCLING	1400-1	566 (600-1)	1400-1½ 566 (600-1½)	NA



LIRL Rwy 5-23

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR OLK 110.4	APP CRS 115°	Rwy ldg 2203 TDZE 834 Apt Elev 834

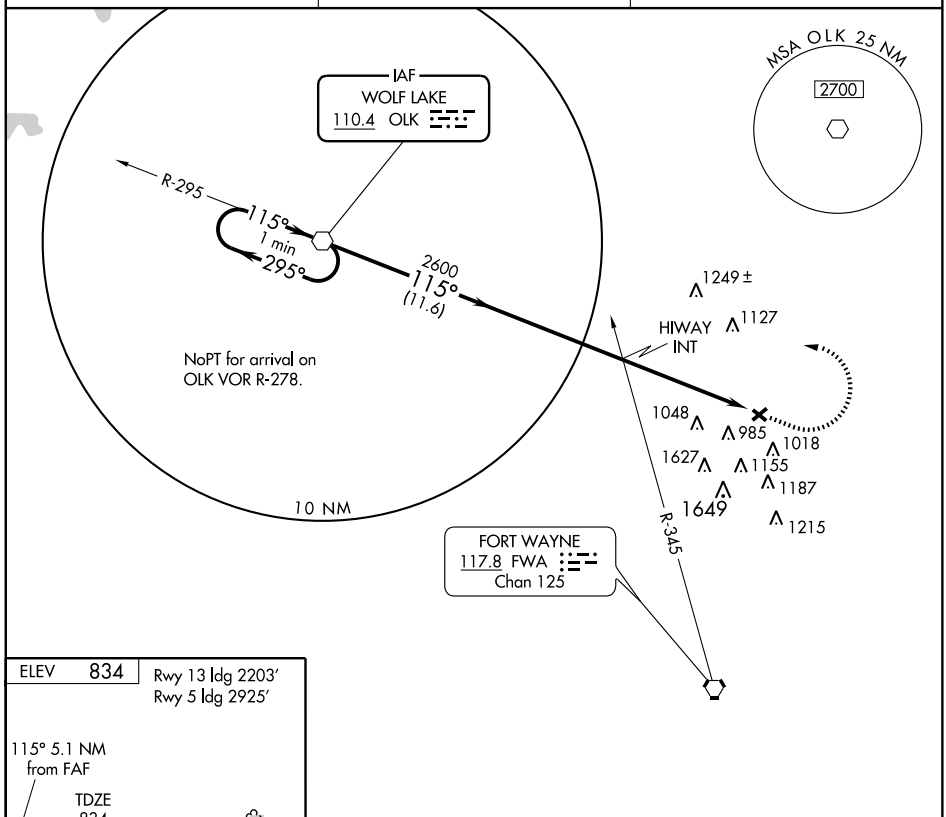
VOR RWY 13

FORT WAYNE/ SMITH FIELD (SMD)

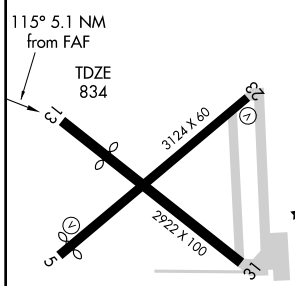
Straight-in minimums not authorized at night. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1900, then climbing left turn to 2600 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
124.55	127.2 284.6	122.8 (CTAF)

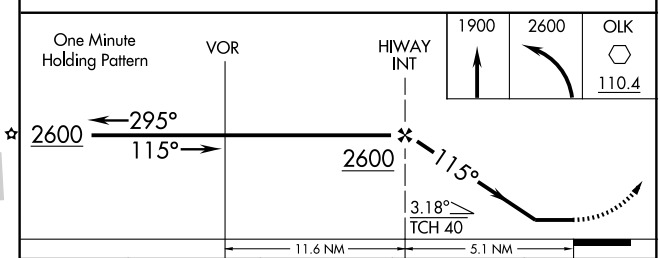


ELEV 834	Rwy 13 ldg 2203′ Rwy 5 ldg 2925′



LIRL Rwy 5-23

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
S-13	1360-1 526 (600-1)		1360-1½ 526 (600-1½)	NA
CIRCLING	1400-1 566 (600-1)		1400-1½ 566 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

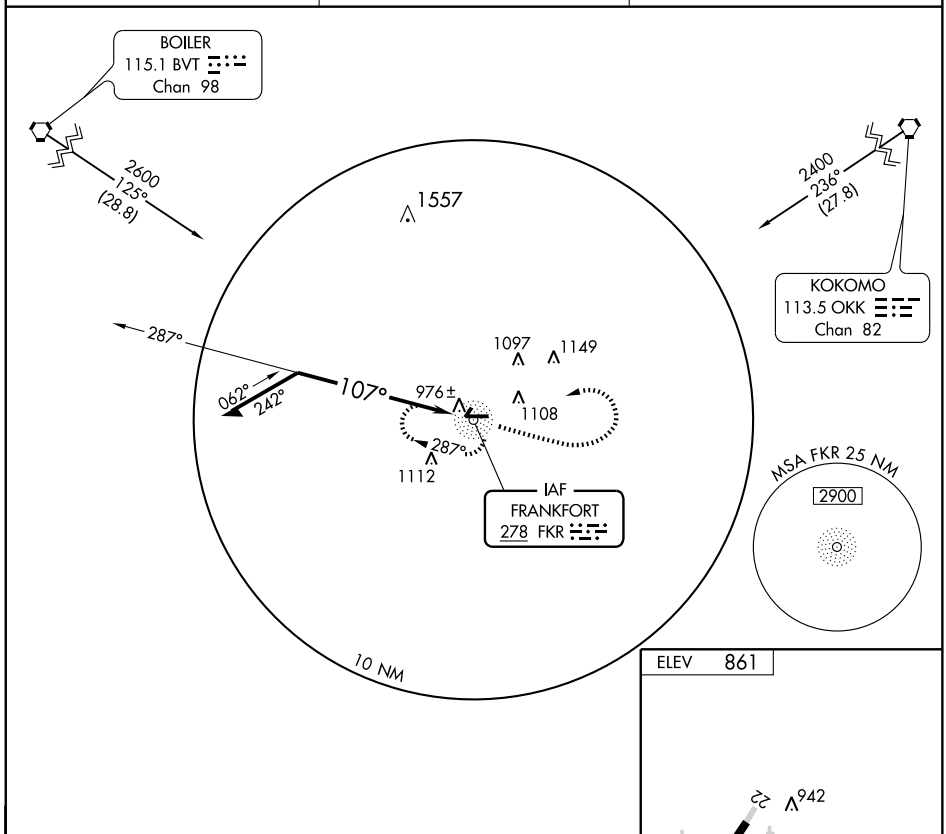
NDB FKR	APP CRS	Rwy ldg	5000
278	107°	TDZE	859
		Apt Elev	861

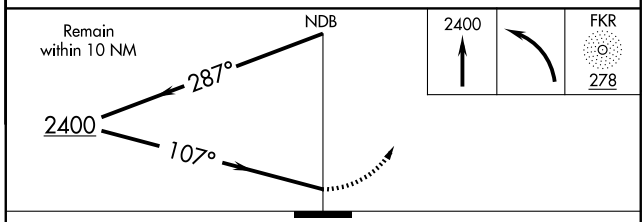
NDB RWY 9
FRANKFORT MUNI (FKR)

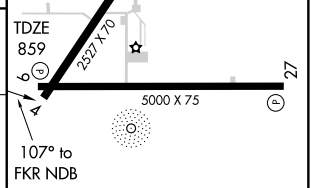
NA

MISSED APPROACH: Climb to 2400, then left turn direct FKR NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L







MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1360-1 501 (500-1)		1360-1½ 501 (500-1½)	
CIRCLING	1460-1 599 (600-1)		1460-1½ 599 (600-1½)	1460-2 599 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
092°	TDZE	859
	Apt Elev	861

RNAV (GPS) RWY 9
FRANKFORT MUNI (FKR)

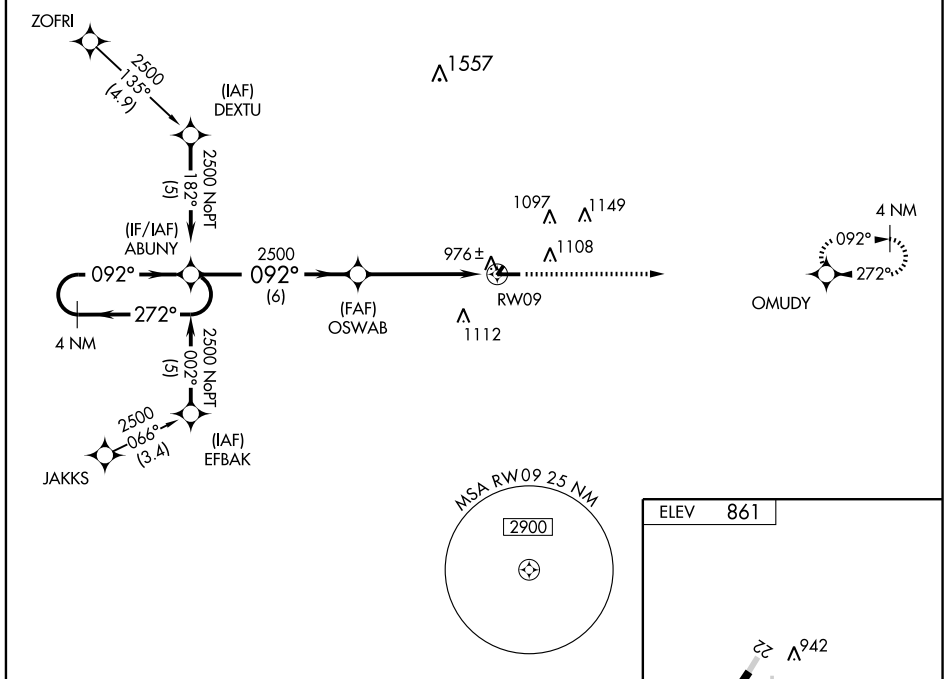
NA

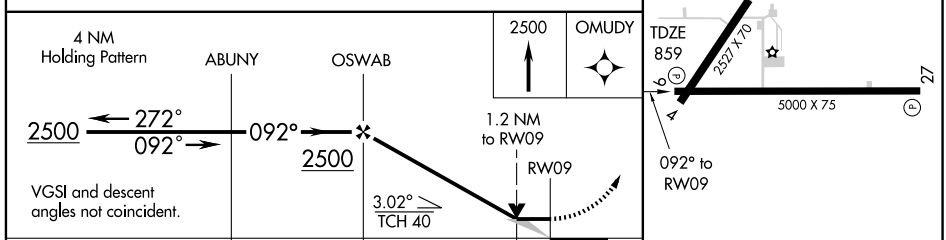
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct to OMUDY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L

Procedure NA for arrival at ZOFRI via V51-87 northwestbound.





CATEGORY	A	B	C	D
LNAV MDA	1280-1 421 (500-1)		1280-1¼ 421 (500-1¼)	
CIRCLING	1460-1 599 (600-1)		1460-1½ 599 (600-1½)	1460-2 599 (600-2)

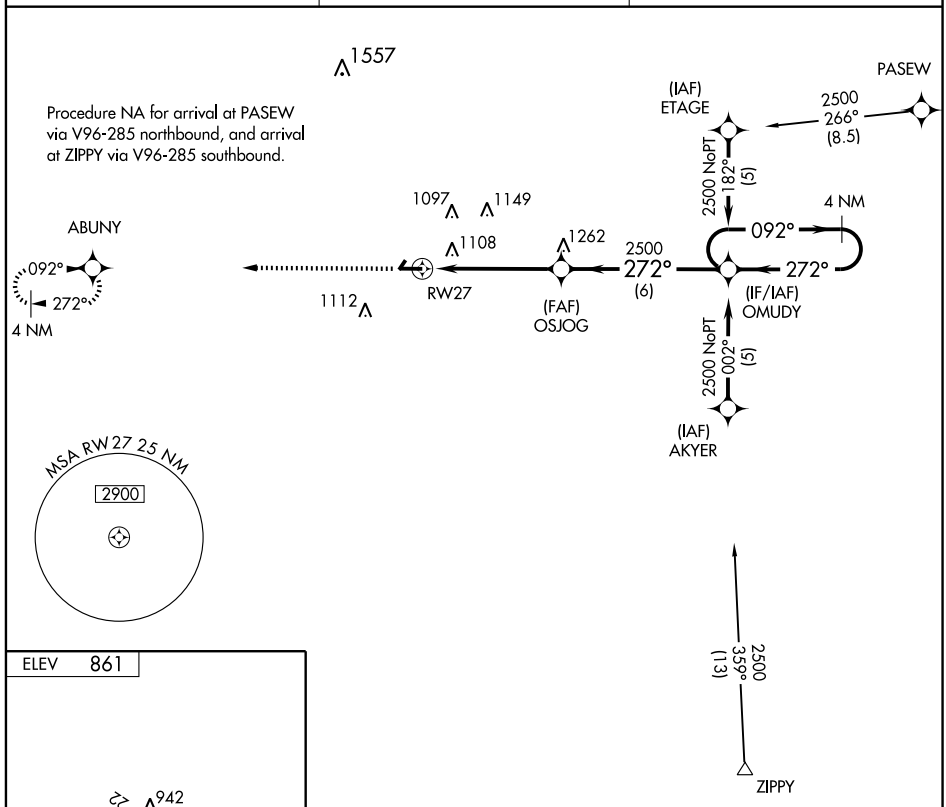
MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

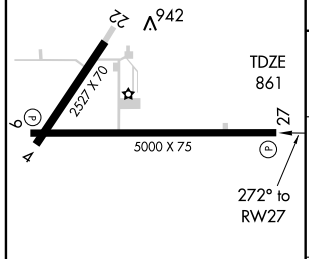
APP CRS	Rwy ldg	5000
272°	TDZE	861
	Apt Elev	861

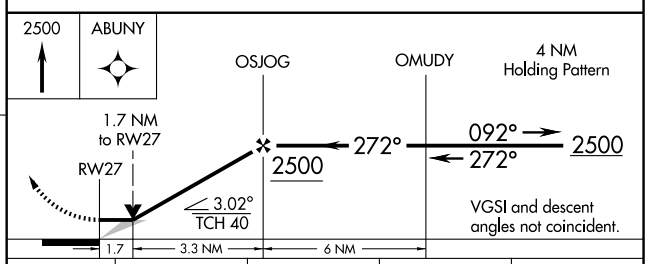
RNAV (GPS) RWY 27
FRANKFORT MUNI (FKR)

▲ NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
	MISSED APPROACH: Climb to 2500 direct ABUNY WP and hold.

AWOS-3	CHICAGO CENTER	UNICOM
124.325	123.85 343.95	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1 559 (600-1)		1420-1½ 559 (600-1½)	1420-1¾ 559 (600-1¾)
CIRCLING	1460-1 599 (600-1)		1460-1½ 599 (600-1½)	1460-2 599 (600-2)

MIRL Rwys 9-27 and 4-22 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5500
258°	TDZE	792
	Apt Elev	792

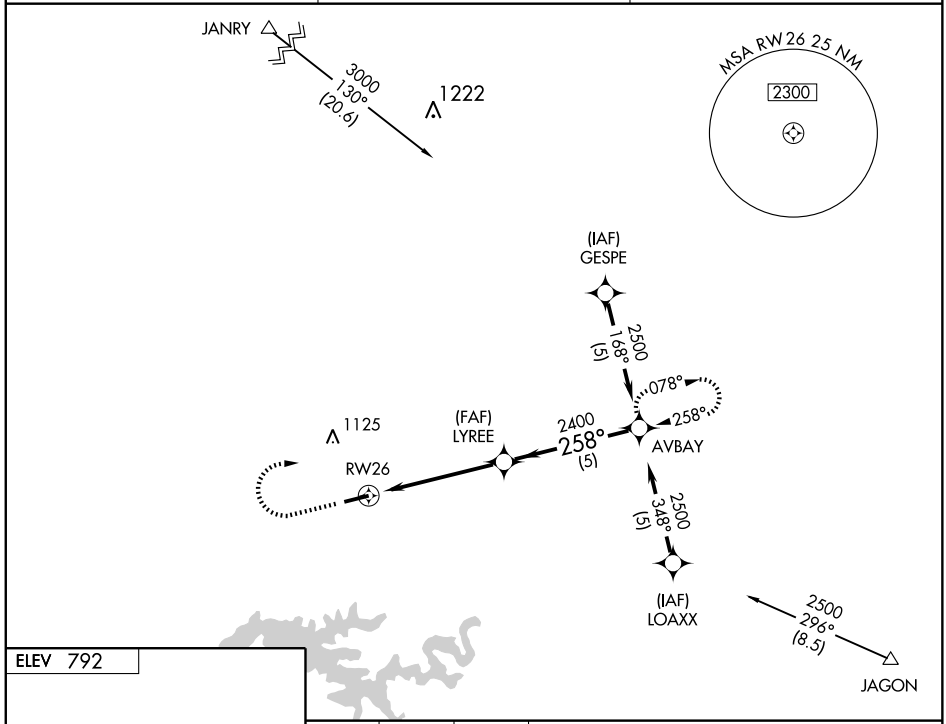
GPS RWY 26
FRENCH LICK MUNI (FRH)

NA

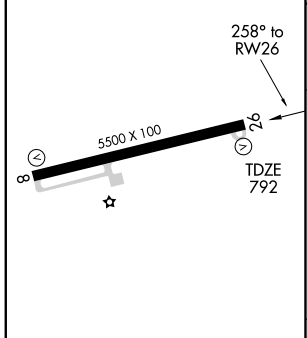
Use Louisville/Standiford altimeter setting.

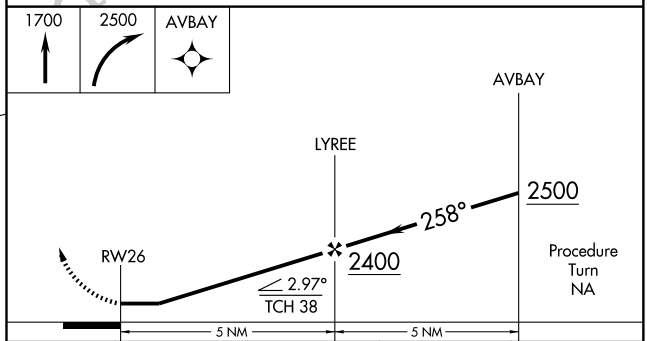
MISSED APPROACH: Climb to 1700, then climbing right turn to 2500 direct AVBAY WP and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF)



ELEV 792





CATEGORY	A	B	C	D
S-26	1340-1 548 (600-1)		1340-1½ 548 (600-1½)	1340-1¾ 548 (600-1¾)
CIRCLING	1440-1 648 (700-1)		1440-1¾ 648 (700-1¾)	1640-2¾ 848 (900-2¾)

MIRL Rwy 8-26
REIL Rwy 26

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5500
078°	TDZE	792
	Apt Elev	792

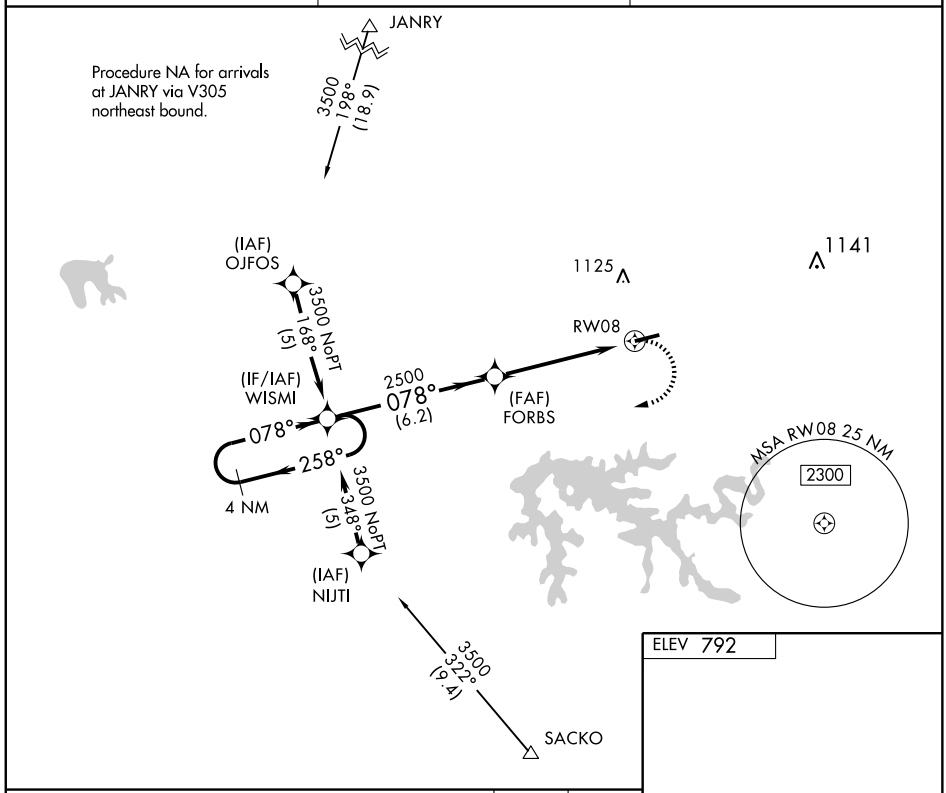
RNAV (GPS) RWY 8
FRENCH LICK MUNI (FRH)

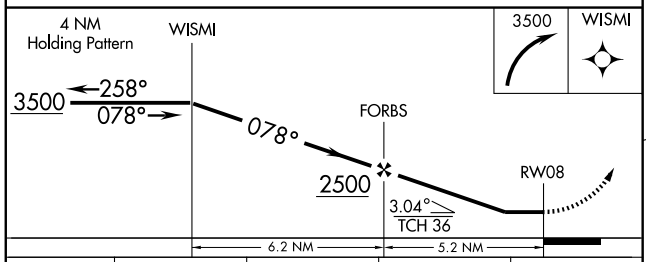
NA

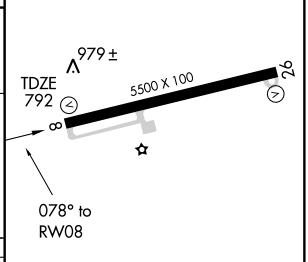
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louisville Intl altimeter setting and increase all MDAs 160 feet, increase LNAV Cat C and D visibility ½ mile, and increase Cat C Circling visibility ¼ mile and Cat D Circling visibility ½ mile.

MISSED APPROACH: Climbing right turn to 3500 direct WISMI and hold.

AWOS-3	LOUISVILLE APP CON	UNICOM
118.075	132.075 327.0	122.8 (CTAF) L







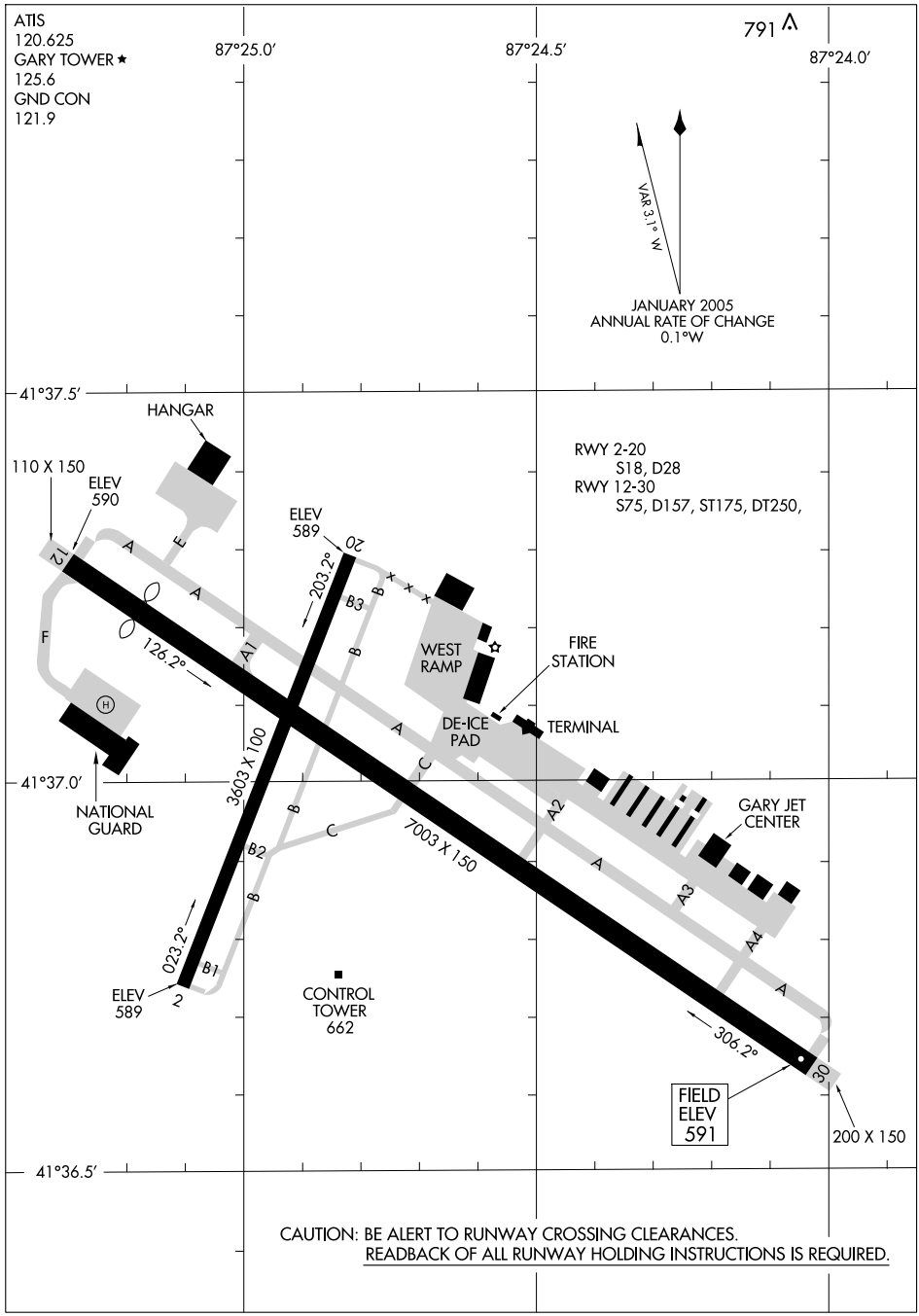
CATEGORY	A	B	C	D
LNAV MDA	1240-1 448 (500-1)		1240-1¼ 448 (500-1¼)	1240-1½ 448 (500-1½)
CIRCLING	1280-1 488 (500-1)		1280-1½ 488 (500-1½)	1480-2¼ 688 (700-2¼)

MIRL Rwy 8-26 L
REIL Rwy 26

AIRPORT DIAGRAM

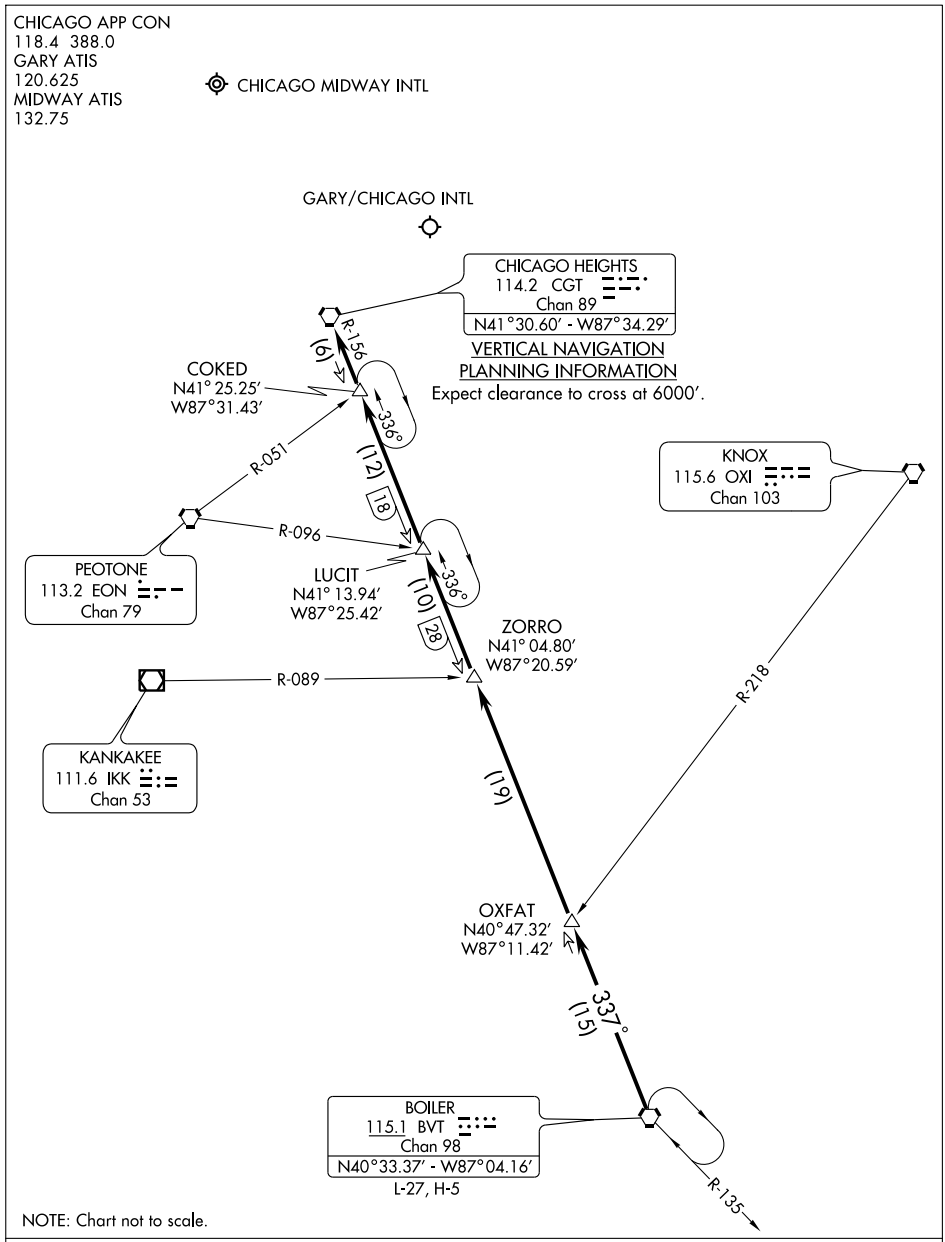
AL-748 (FAA)

GARY/CHICAGO INTL (GYY)
GARY, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010

BOILER TWO ARRIVAL (BVT.BVT2) ST-81 (FAA) CHICAGO, ILLINOIS



From over BVT VORTAC via BVT R-337 and CGT R-156 to CGT VORTAC.
Expect vectors to final approach course.

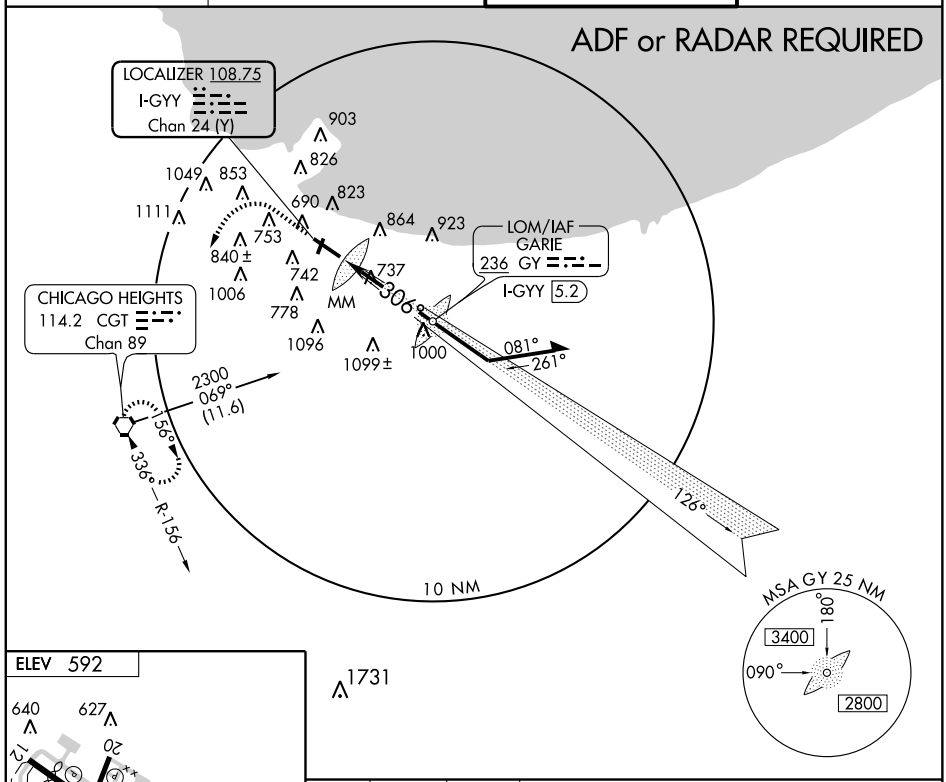
LOC I-GYY 108.75 Chan 24 (Y)	APP CRS 306°	Rwy ldg 7003 TDZE 592 Apt Elev 592

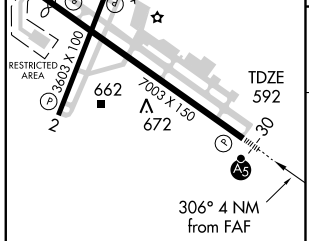
COPTER ILS RWY 30
GARY/CHICAGO INTL (GYY)

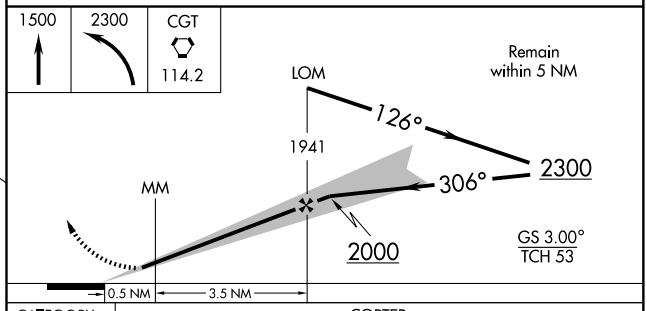
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9







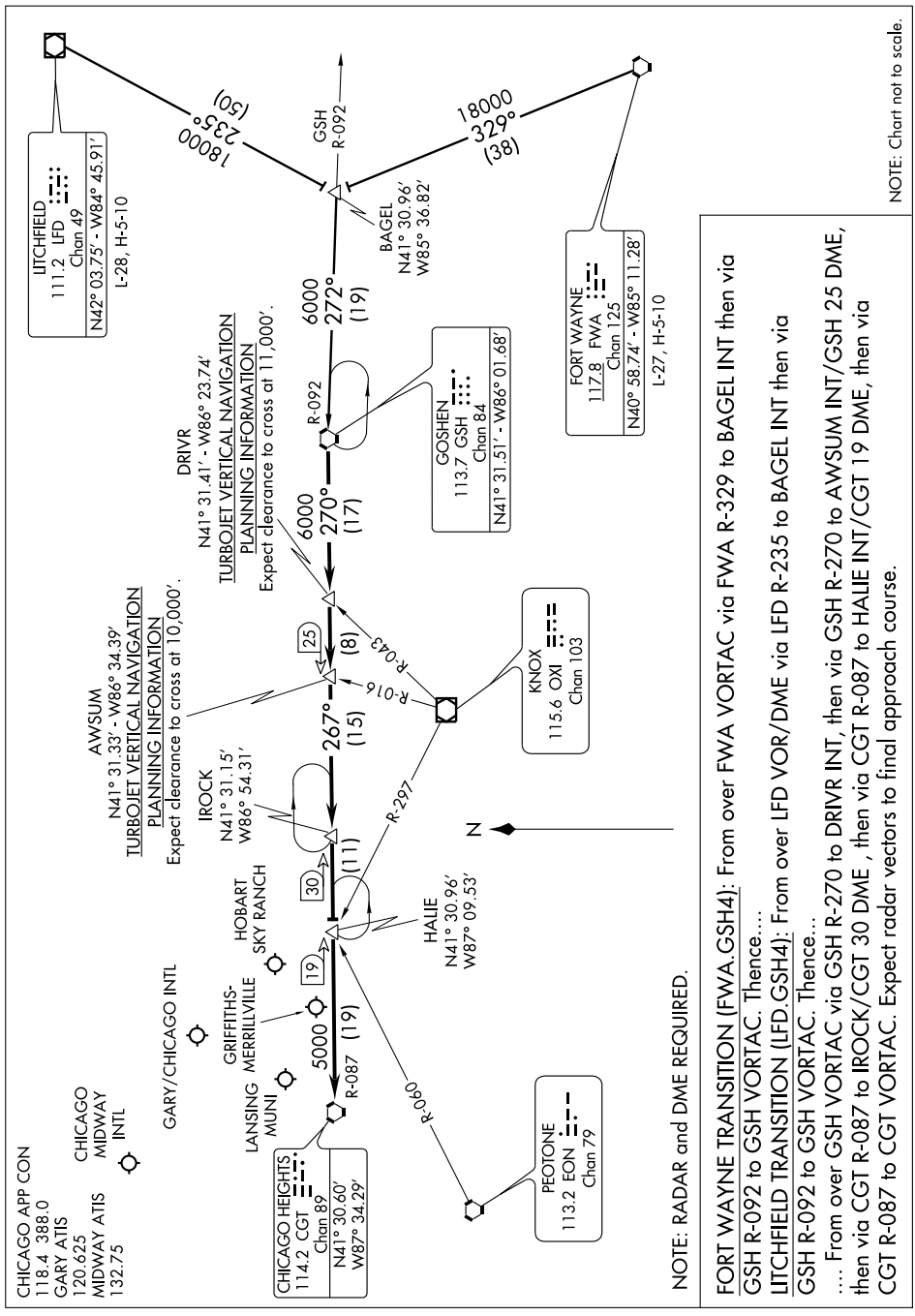
REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER
S–ILS 30	792-¼ 200 (200-¼)
S–LOC 30	1000-¼ 408 (500-¼)
CIRCLING	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



LOC/DME I-GYY 108.75 Chan 24 (Y)	APP CRS 306°	Rwy ldg 7003 TDZE 591 Apt Elev 591

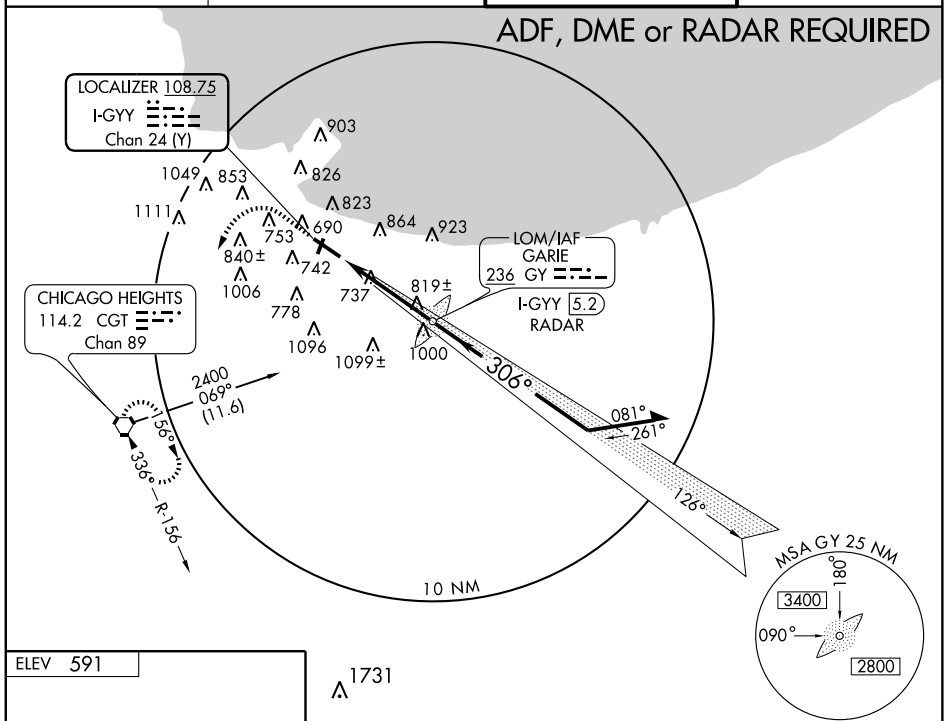
ILS or LOC RWY 30
GARY/CHICAGO INTL (GYY)

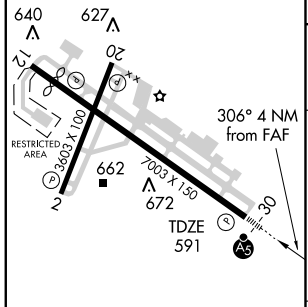
When local altimeter setting not received, use Chicago Midway Intl altimeter setting and increase DA to 838 feet, increase all MDAs 60 feet, S-LOC 30 Cat C visibility to RVR 5000 and Cat D visibility to RVR 6000, Circling Cat C visibility to 1¾ mile.

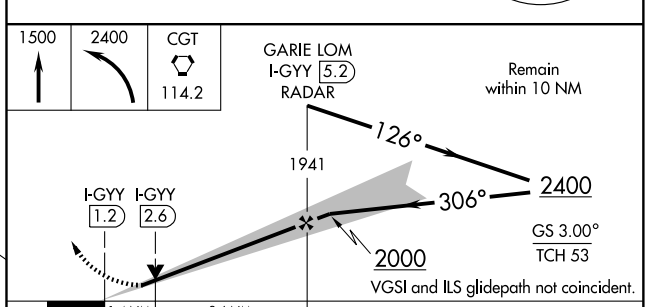
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct CGT VORTAC and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9







REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

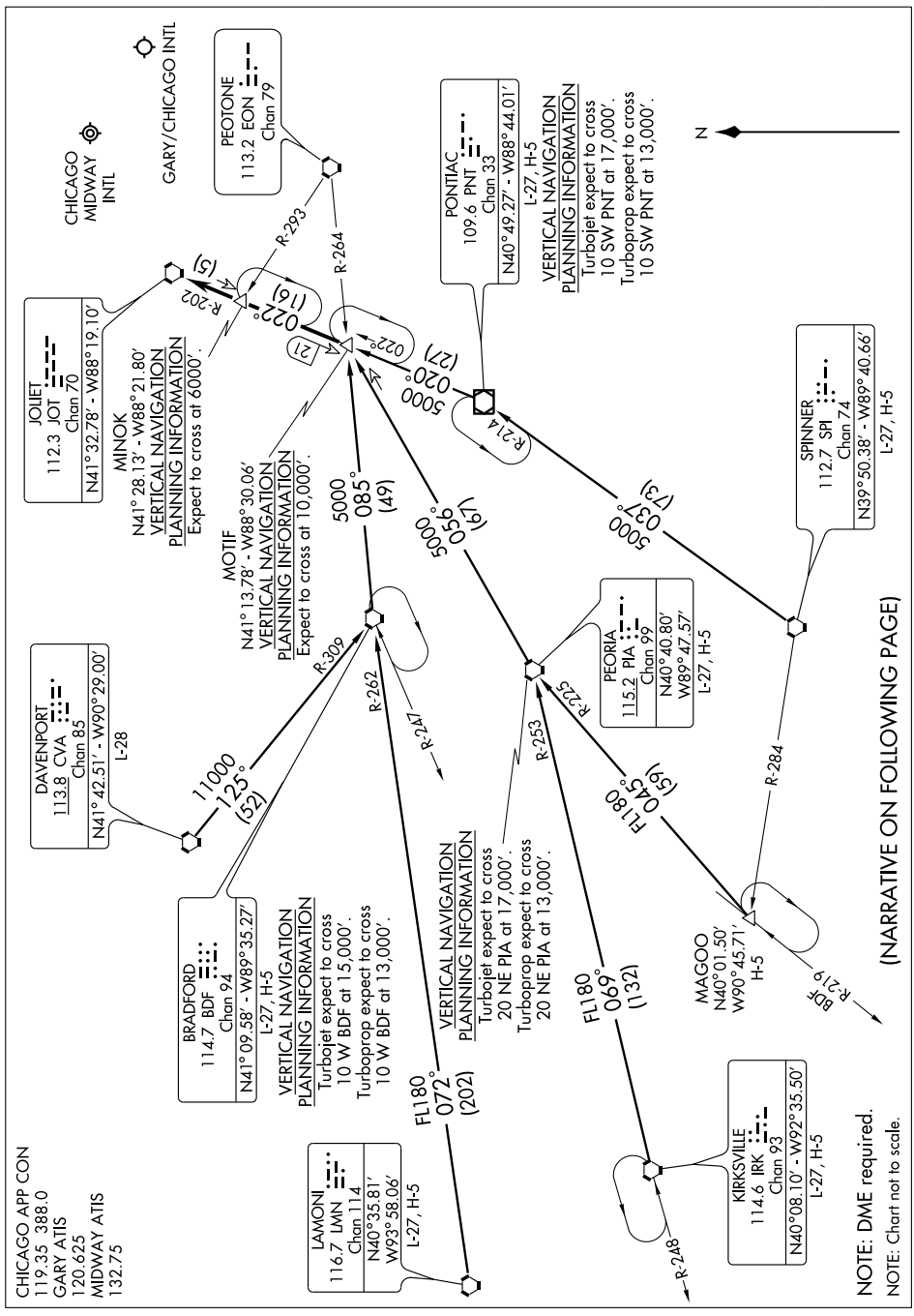
CATEGORY	A	B	C	D
S-ILS 30	791/24 200 (200-½)			
S-LOC 30	1080/24 489 (500-½)		1080/40 489 (500-¾)	1080/50 489 (500-1)
CIRCLING	1140-1 549 (600-1)		1180-1½ 589 (600-1½)	1180-2 589 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

MOTIF THREE ARRIVAL (MOTIF.MOTIF3)

ST-81 (FAA)

CHICAGO, ILLINOIS



ARRIVAL DESCRIPTION

BRADFORD TRANSITION (BDF.MOTIF3): From over BDF VORTAC via BDF R-085 to MOTIF INT. Thence. . . .
DAVENPORT TRANSITION (CVA.MOTIF3): From over CVA VORTAC via CVA R-125 and BDF R-309 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .
KIRKSVILLE TRANSITION (IRK.MOTIF3): From over IRK VORTAC via IRK R-069 and PIA R-253 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .
LAMONI TRANSITION (LMN.MOTIF3): From over LMN VORTAC via LMN R-072 and BDF R-262 to BDF VORTAC, then via BDF R-085 to MOTIF INT. Thence. . . .
MAGOO TRANSITION (MAGOO.MOTIF3): From over MAGOO INT via PIA R-225 to PIA VORTAC, then via PIA R-056 to MOTIF INT. Thence. . . .
PEORIA TRANSITION (PIA.MOTIF3): From over PIA VORTAC via PIA R-056 to MOTIF INT. Thence. . . .
PONTIAC TRANSITION (PNT.MOTIF3): From over PNT VOR/DME via PNT R-020 to MOTIF INT. Thence. . . .
SPINNER TRANSITION (SPI.MOTIF3): From over SPI VORTAC via SPI R-037 and PNT R-214 to PNT VOR/DME, then via PNT R-020 to MOTIF INT. Thence. . . .

. . . .From over MOTIF INT via JOT R-202 to JOT VORTAC. Expect vector to final approach course.

EC-3, 14 JAN 2010 to 11 FEB 2010

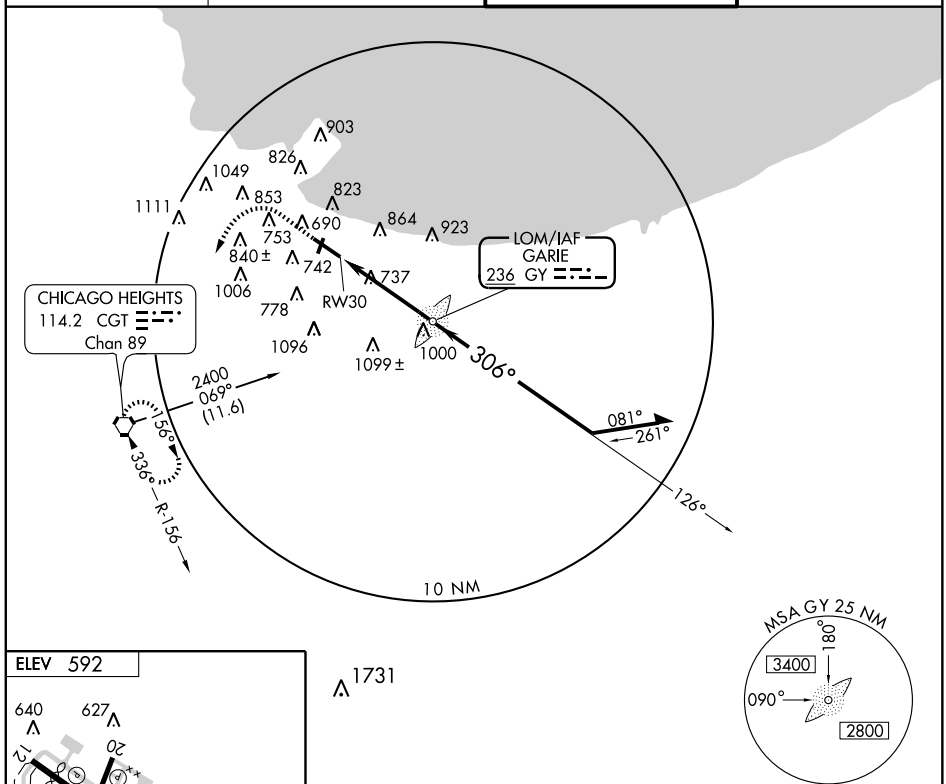
LOM GY	APP CRS	Rwy ldg	7003
236	306°	TDZE	592
		Apt Elev	592

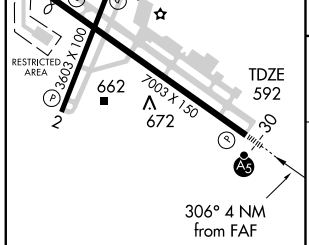
NDB or GPS RWY 30
GARY/CHICAGO INTL (GYY)

MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct CGT VORTAC and hold.

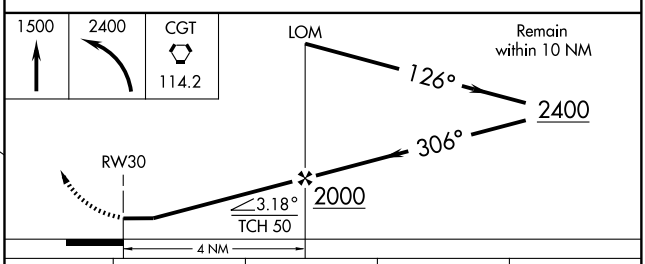
ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-30	1180-¾ 588 (600-¾)		1180-1 588 (600-1)	1180-1½ 588 (600-1½)
CIRCLING	1180-1 588 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3603
203°	TDZE	591
	Apt Elev	592

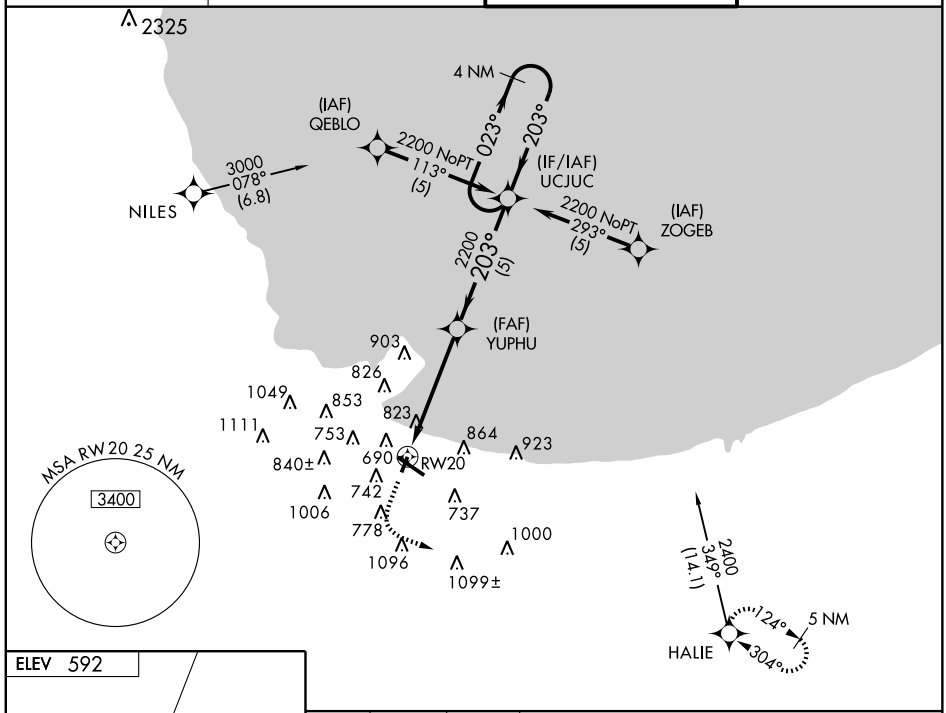
RNAV (GPS) RWY 20
GARY/CHICAGO INTL (GYY)

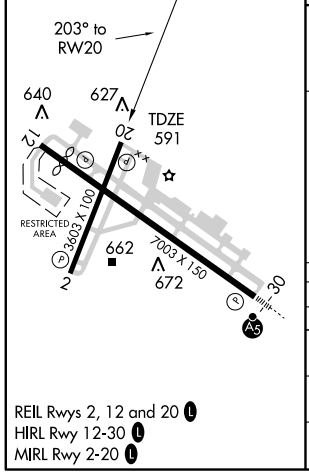
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

NA

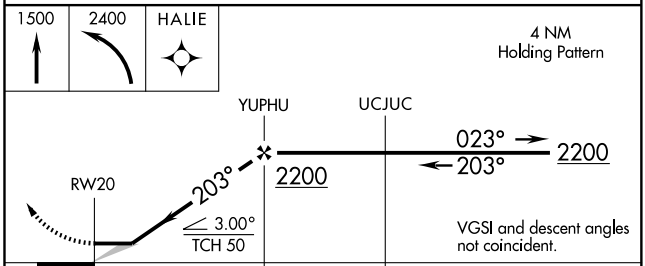
MISSED APPROACH: Climb to 1500 then climbing left turn to 2400 direct HALIE WP and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L



CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1080-1 489 (500-1)		1080-1¼ 489 (500-1¼)	1080-1½ 489 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	6290
126°	TDZE	591
	Apt Elev	591

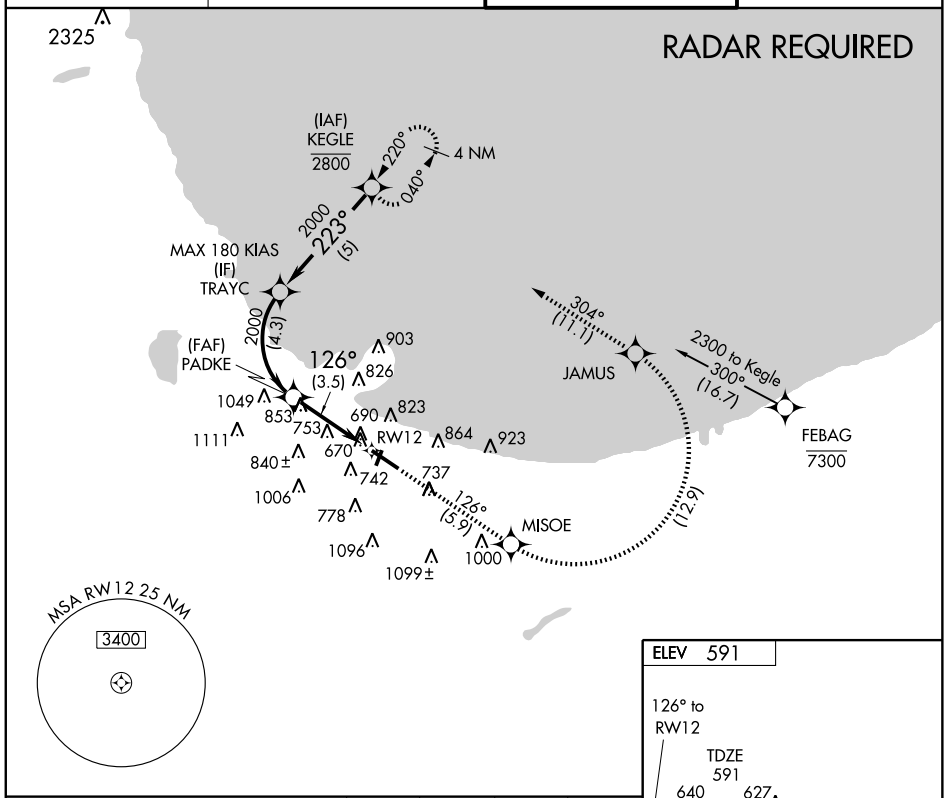
RNAV (RNP) RWY 12
GARY/CHICAGO INTL (GYY)

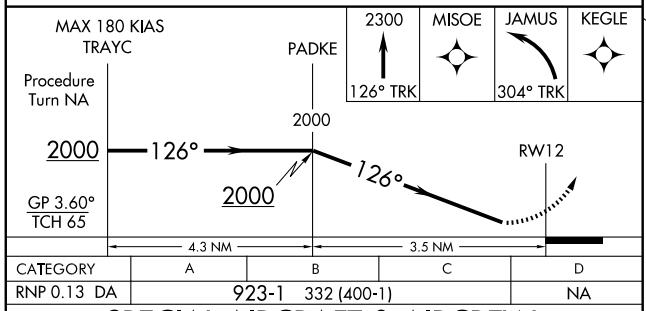
RF and GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 38°C (100°F). Procedure NA for wingspans greater than 136 feet. Visibility reduction by helicopters NA. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2300 via 126° track to MISOE, left radius turn to JAMUS, 304° track to KEGLE and hold.

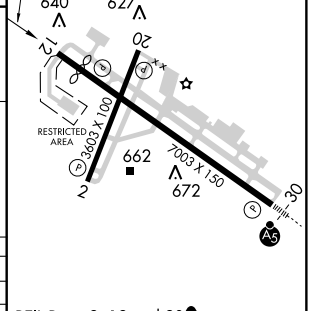
ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





CATEGORY	A	B	C	D
RNP 0.13 DA	923-1	332 (400-1)		NA

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7003
306°	TDZE	591
	Apt Elev	591

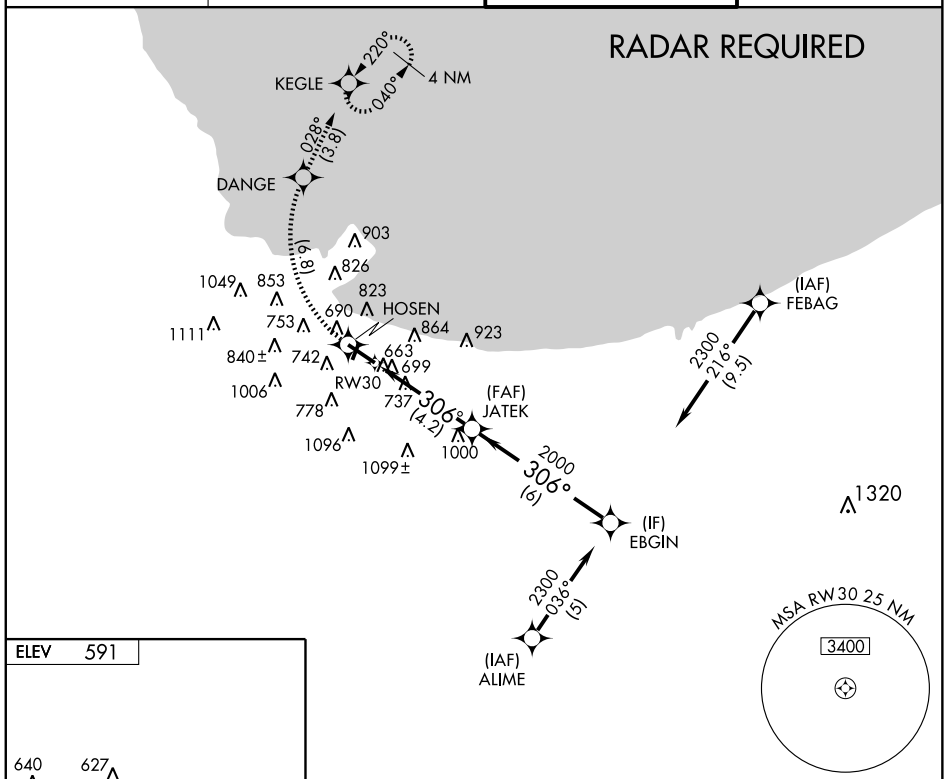
RNAV (RNP) RWY 30
GARY/CHICAGO INTL (GYY)

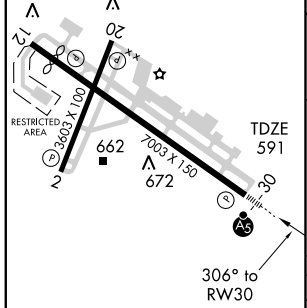
For uncompensated Baro-VNAV systems, procedure NA below -4°C (25°F) or above 47°C (117°F).
NA For inoperative MALSR, increase RNP 0.13 visibility to 1¼ all Cats. RF and GPS REQUIRED.

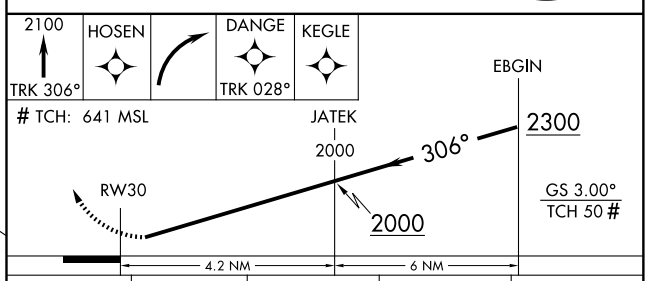
MALSR A5

MISSED APPROACH: Climb to 2100 via 306° track to HOSEN, right radius turn to DANGE, 028° track to KEGLE and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9







CATEGORY	A	B	C	D
RNP 0.13 DA	936-¾ 345 (400-¾)			

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

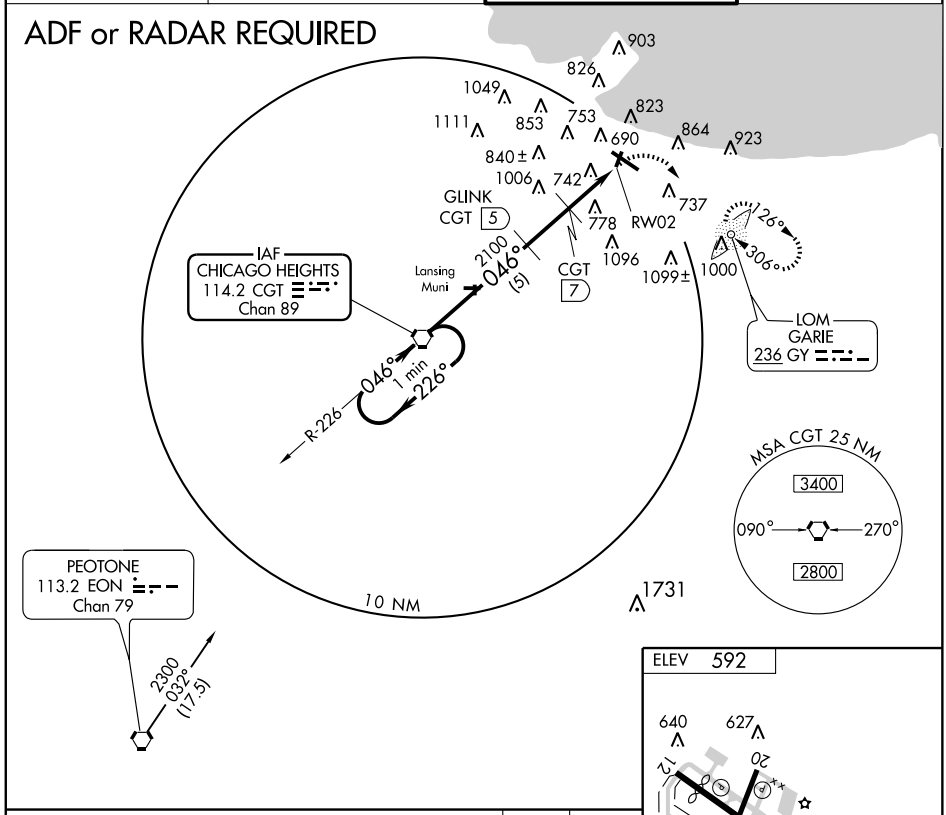
EC-2, 14 JAN 2010 to 11 FEB 2010

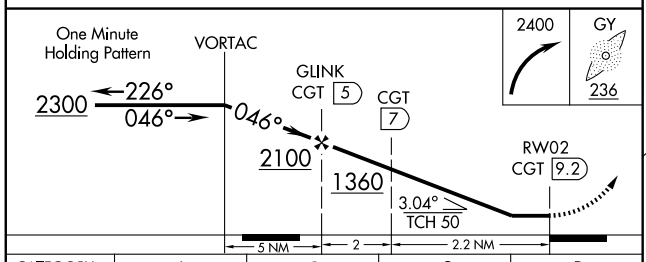
VORTAC CGT 114.2 Chan 89	APP CRS 046°	Rwy ldg 3603 TDZE 591 Apt Elev 592

VOR/DME or GPS RWY 2
GARY/CHICAGO INTL (GYY)

MISSED APPROACH: Climbing right turn to 2400 direct GY LOM and hold.

ATIS	CHICAGO APP CON	GARY TOWER ★	GND CON
120.625	133.1 285.6	125.6 (CTAF) L	121.9





CATEGORY	A	B	C	D
S-2	1040-1 449 (500-1)		1040-1¼ 449 (500-1¼)	1040-1½ 449 (500-1½)
CIRCLING	1140-1 548 (600-1)		1180-1½ 588 (600-1½)	1180-2 588 (600-2)

REIL Rwys 2, 12 and 20 L
HIRL Rwy 12-30 L
MIRL Rwy 2-20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

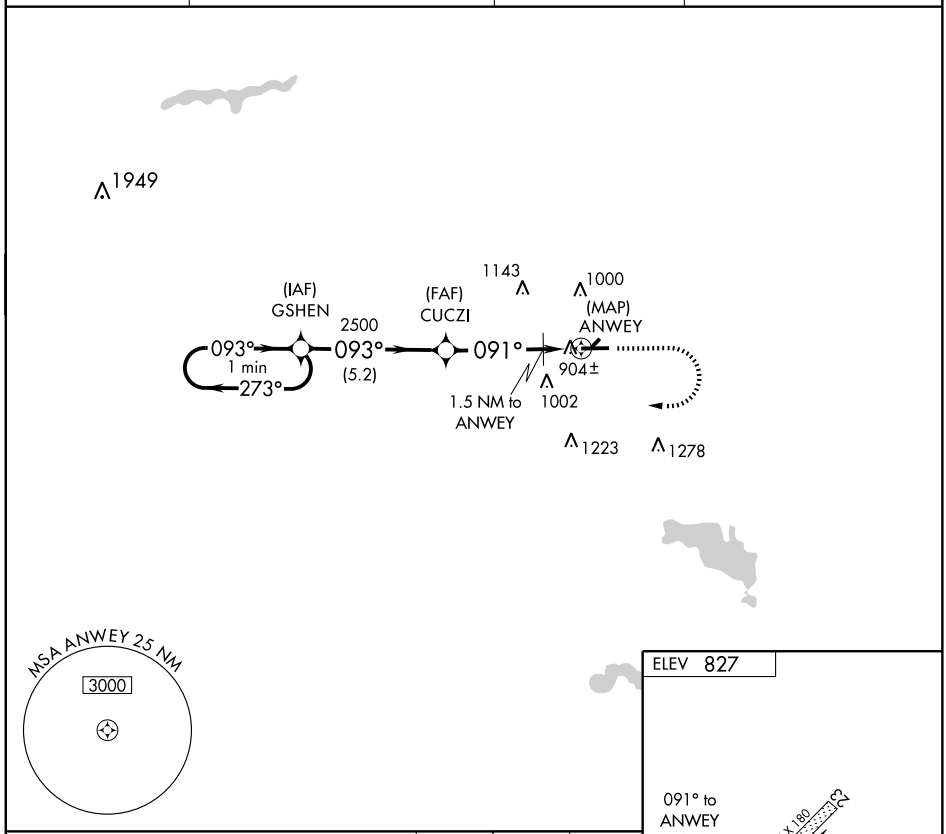
APP CRS	Rwy ldg	6050
091°	TDZE	825
	Apt Elev	827

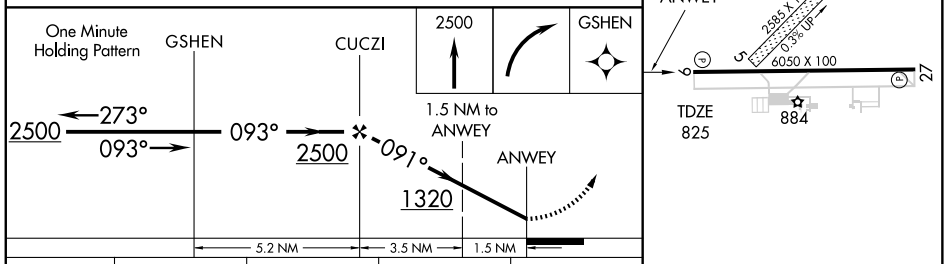
GPS RWY 9
GOSHEN MUNI (GSH)

NA

MISSED APPROACH: Climb to 2500 then right turn direct GSHEN WP and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-9	1160-1	335 (400-1)		
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

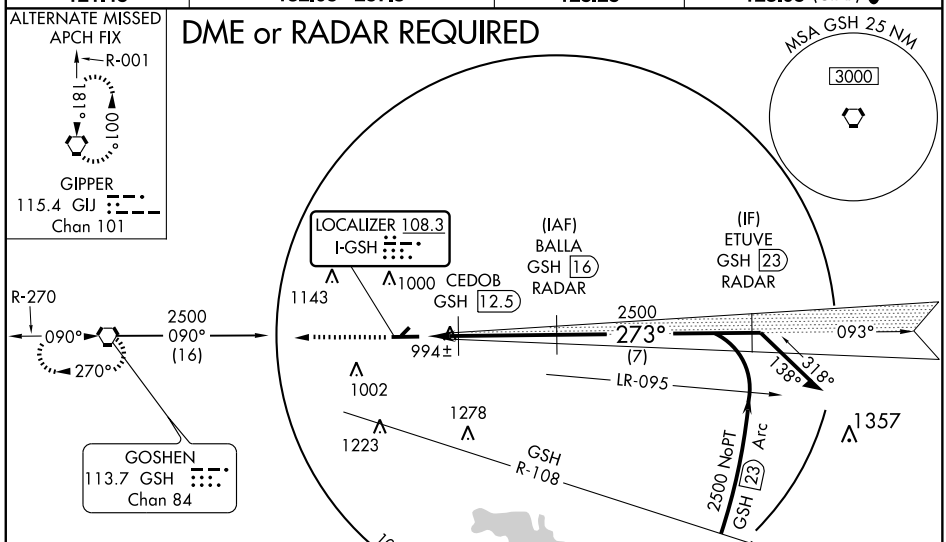
LOC I-GSH	APP CRS	Rwy ldg	6050
108.3	273°	TDZE	827
		Apt Elev	827

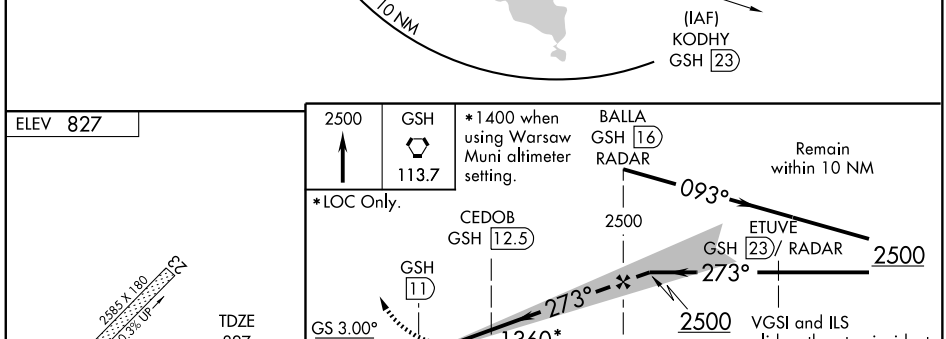
ILS or LOC RWY 27
GOSHEN MUNI (GSH)

DME or RADAR Required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet and increase Cedob Fix Minimums S-LOC 27 Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L





HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 27	1027-¾ 200 (200-¾)			
S-LOC 27	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1360-1¾ 533 (600-1¾)
CIRCLING	1360-1 533 (600-1)		1360-1½ 533 (600-1½)	1380-2 553 (600-2)
CEDOB FIX MINIMUMS				
S-LOC 27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

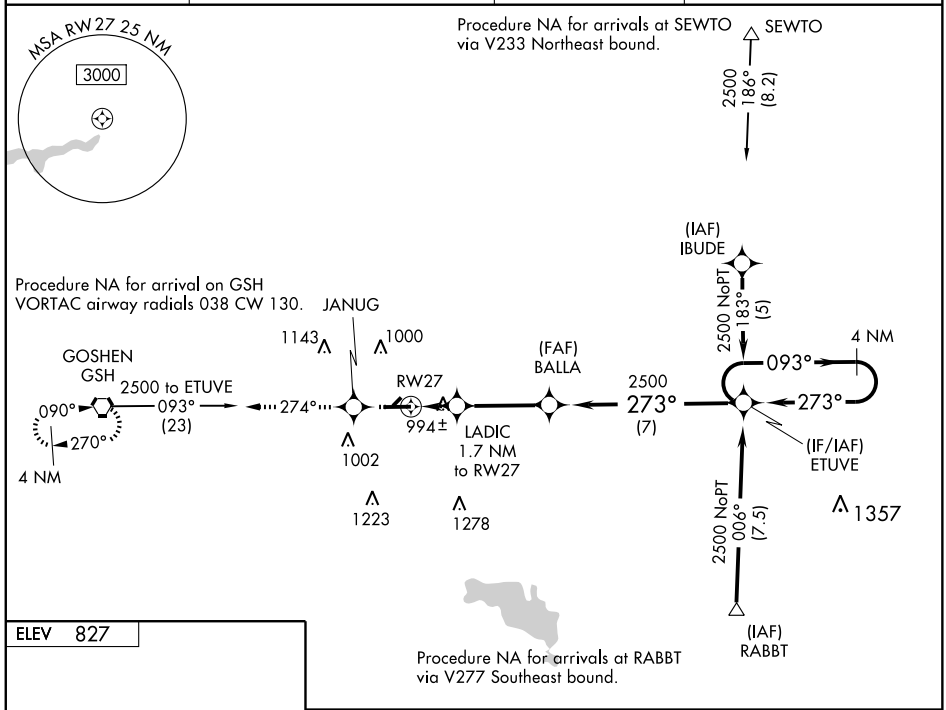
WAAS CH 97606 W27A	APP CRS 273°	Rwy ldg 6050 TDZE 827 Apt Elev 827

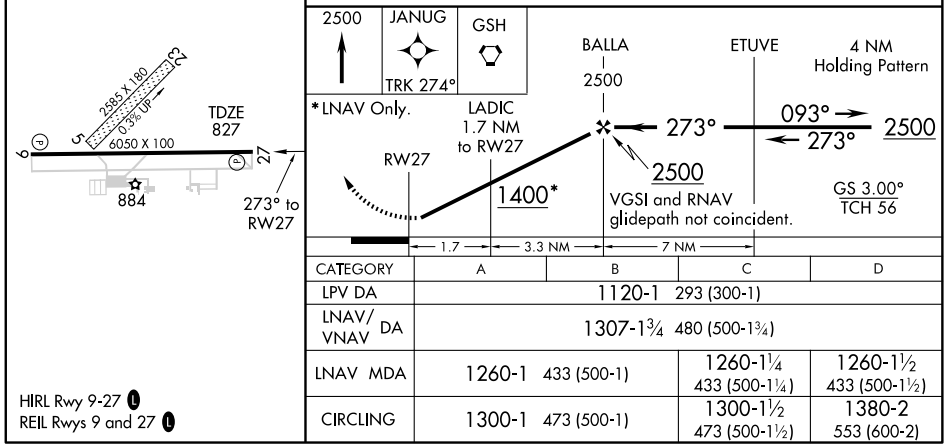
RNAV (GPS) RWY 27
GOSHEN MUNI (GSH)

Baro-VNAV NA when using Warsaw Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all DAs/MDAs 40 feet, and increase LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct JANUG and via 274° track to GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1120-1 293 (300-1)			
LNAV/VNAV DA	1307-1¾ 480 (500-1¾)			
LNAV MDA	1260-1 433 (500-1)		1260-1¼ 433 (500-1¼)	1260-1½ 433 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

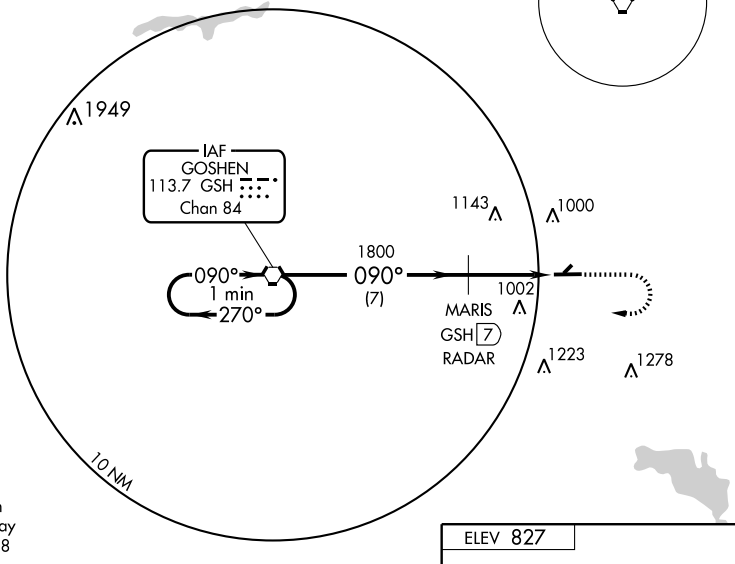
EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GSH	APP CRS	Rwy ldg	6050
113.7	090°	TDZE	825
Chan 84		Apt Elev	827

VOR RWY 9
GOSHEN MUNI (GSH)

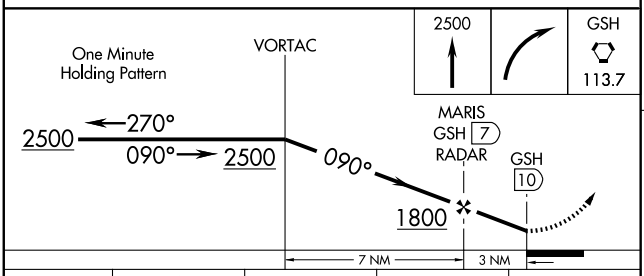
MISSED APPROACH: Climb to 2500 then right turn direct GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L



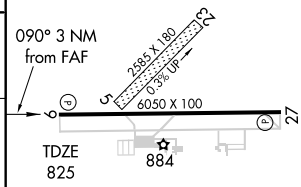
NoPT for arrivals on GSH VORTAC airway radials 181 CW 318

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-9	1300-1 475 (500-1)		1300-1¼ 475 (500-1¼)	1300-1½ 475 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

ELEV 827



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00

EC-2, 14 JAN 2010 to 11 FEB 2010

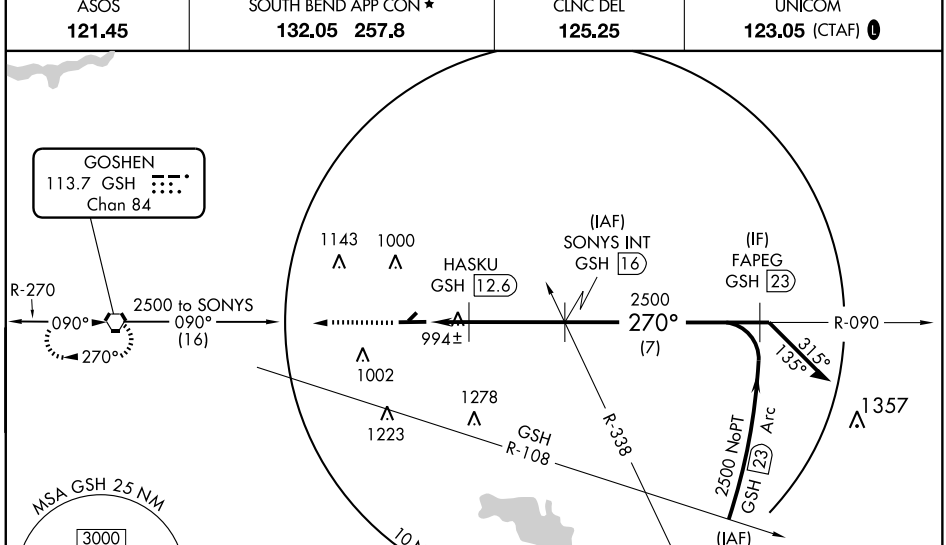
VORTAC GSH 113.7 Chan 84	APP CRS 270°	Rwy ldg 6050 TDZE 827 Apt Elev 827

VOR RWY 27
GOSHEN MUNI (GSH)

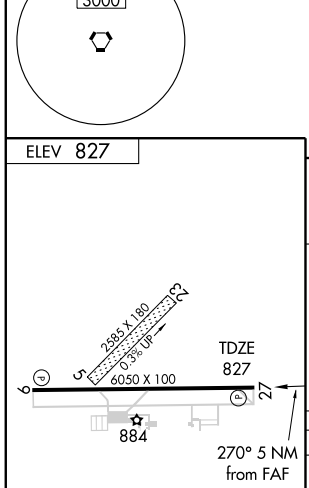
Visibility reduction by helicopters NA. When local altimeter setting not received, use Warsaw Muni altimeter setting and increase all MDAs 40 feet and increase Hasku Fix Minimums S-27 Cats C/D visibility ¼ mile. Descent angle NA when using Warsaw Muni altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
121.45	132.05 257.8	125.25	123.05 (CTAF) L

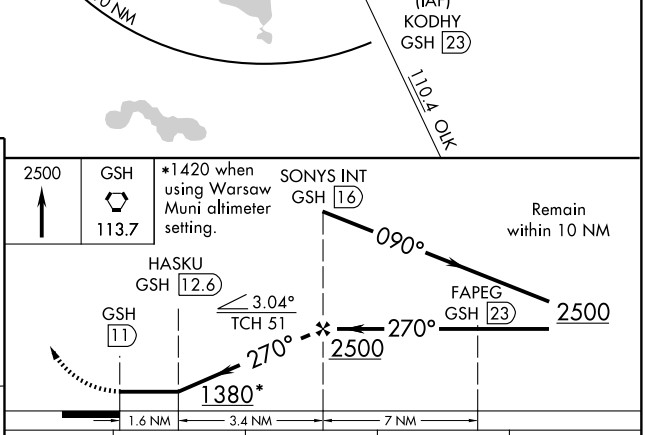


ELEV 827



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-27	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-1¾ 553 (600-1¾)
CIRCLING	1380-1 553 (600-1)		1380-1½ 553 (600-1½)	1380-2 553 (600-2)
HASKU FIX MINIMUMS				
S-27	1300-1 473 (500-1)		1300-1¼ 473 (500-1¼)	1300-1½ 473 (500-1½)
CIRCLING	1300-1 473 (500-1)		1300-1½ 473 (500-1½)	1380-2 553 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB TVX	APP CRS	Rwy ldg	4987
521	187°	TDZE	842
		Apt Elev	842

NDB RWY 18

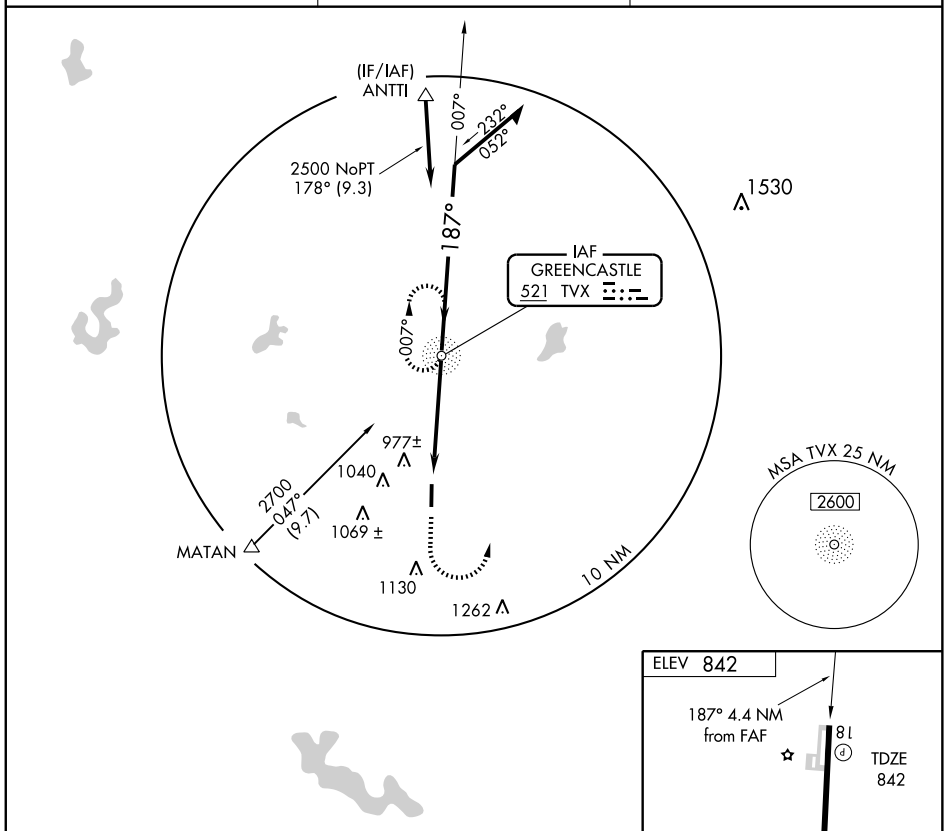
GREENCASTLE/PUTNAM COUNTY (4I7)

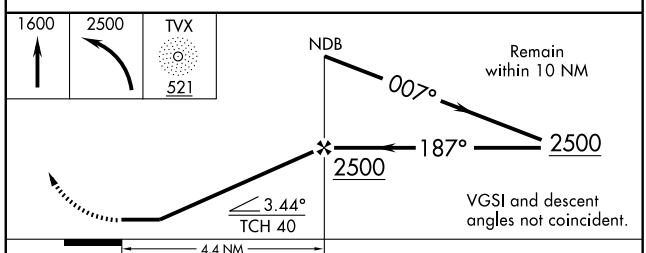
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet.

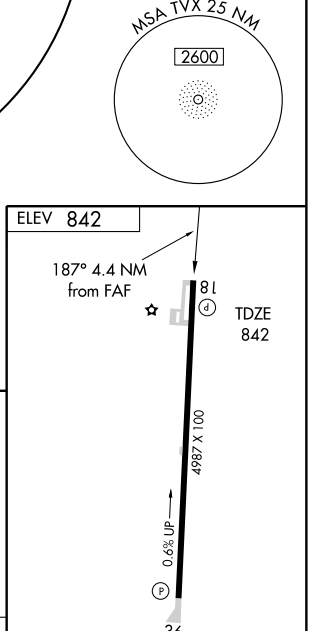
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct TVX NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-18	1280-1 438 (500-1)		NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 86906 W18A	APP CRS 184°	Rwy ldg 4987 TDZE 842 Apt Elev 842

RNAV (GPS) RWY 18

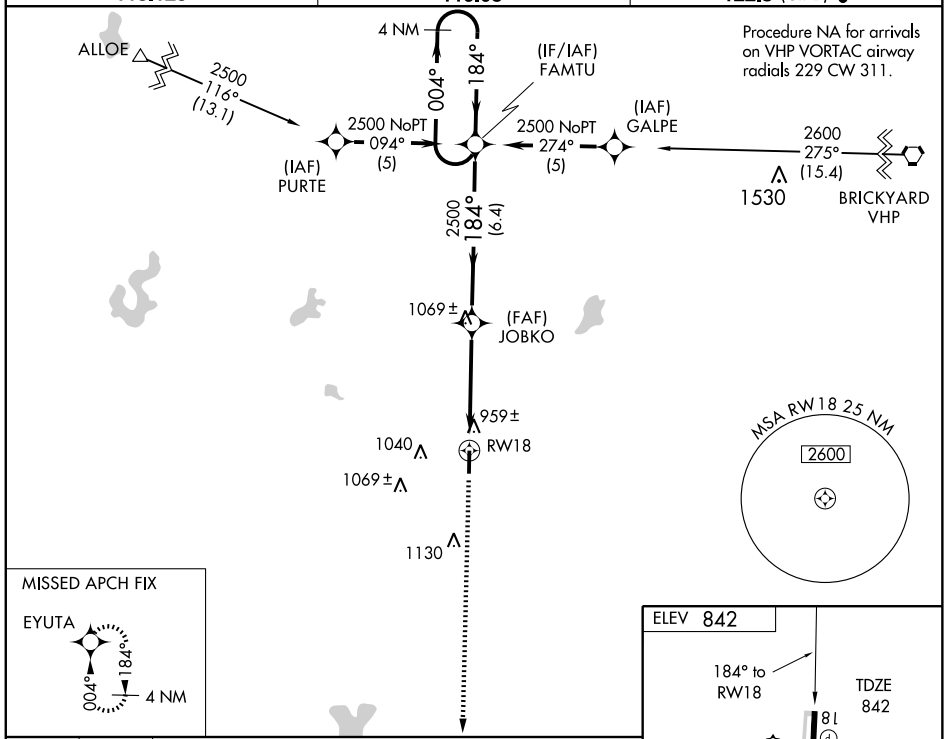
GREENCASTLE / PUTNAM COUNTY (4I7)

Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.

NA

MISSED APPROACH: Climb to 2500 direct EYUTA and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	1192-1¼ 350 (400-1¼)		NA	
LNAV/ VNAV DA	1262-1½ 420 (500-1½)		NA	
LNAV MDA	1240-1 398 (400-1)		NA	
CIRCLING	1280-1 438 (500-1)	1300-1 458 (500-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 40306 W36A	APP CRS 004°	Rwy ldg 4987 TDZE 829 Apt Elev 842

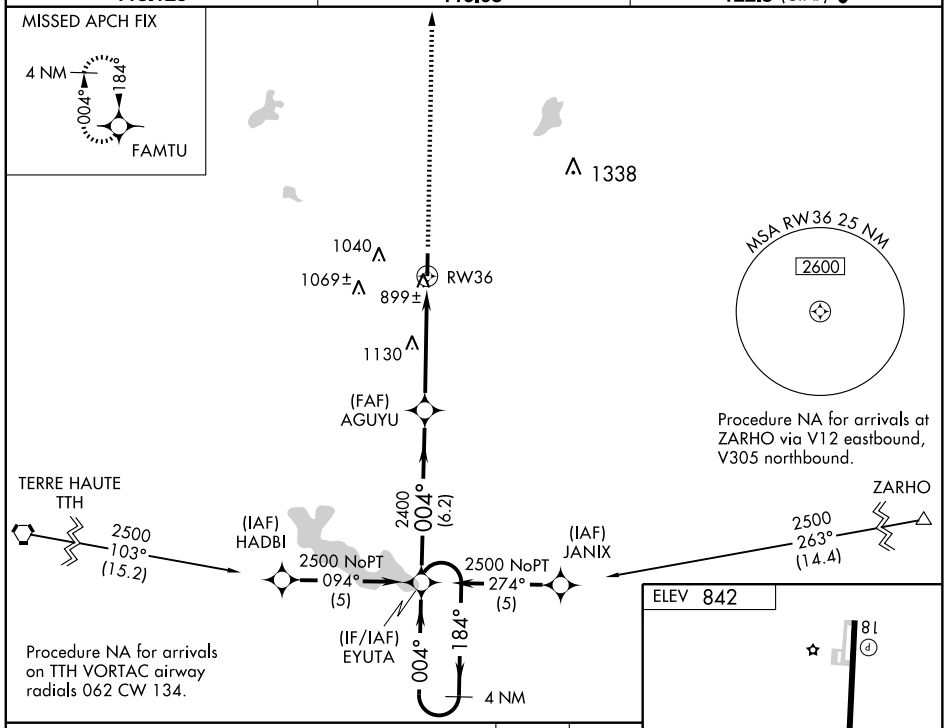
RNAV (GPS) RWY 36

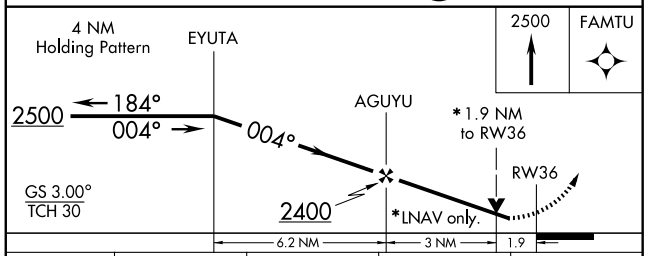
GREENCASTLE / PUTNAM COUNTY (4I7)

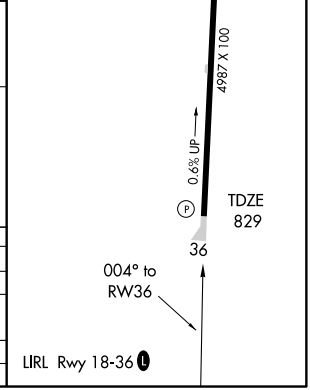
Baro-VNAV NA when using Indianapolis Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA.
NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 80 feet and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats.
VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct FAMTU and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1123-1¼ 294 (300-1¼)		NA	
LNAV/ VNAV DA	1242-1½ 413 (400-1½)		NA	
LNAV MDA	1440-1 611 (600-1)		NA	
CIRCLING	1440-1 598 (600-1)		NA	

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC VHP	APP CRS	Rwy ldg	N/A
116.3	241°	TDZE	N/A
Chan 110		Apt Elev	842

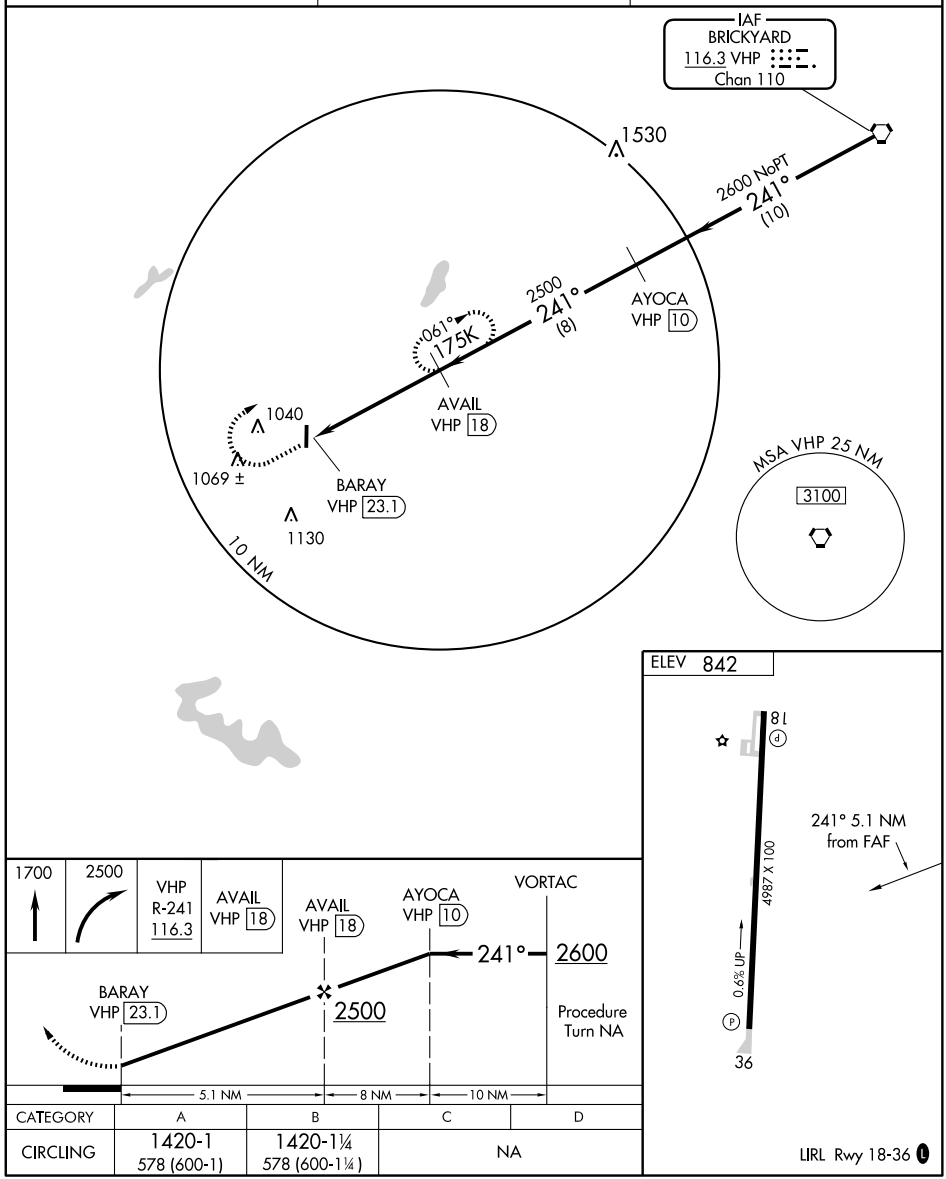
VOR/DME-A

GREENCASTLE / PUTNAM COUNTY (4I7)

NA

MISSED APPROACH: Climb to 1700 then climbing right turn to 2500 via VHP R-241 to AVAIL/18 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.125	119.05	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1420-1 578 (600-1)	1420-1¼ 578 (600-1¼)	NA	

LIRL Rwy 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3333
014°	TDZE	912
	Apt Elev	912

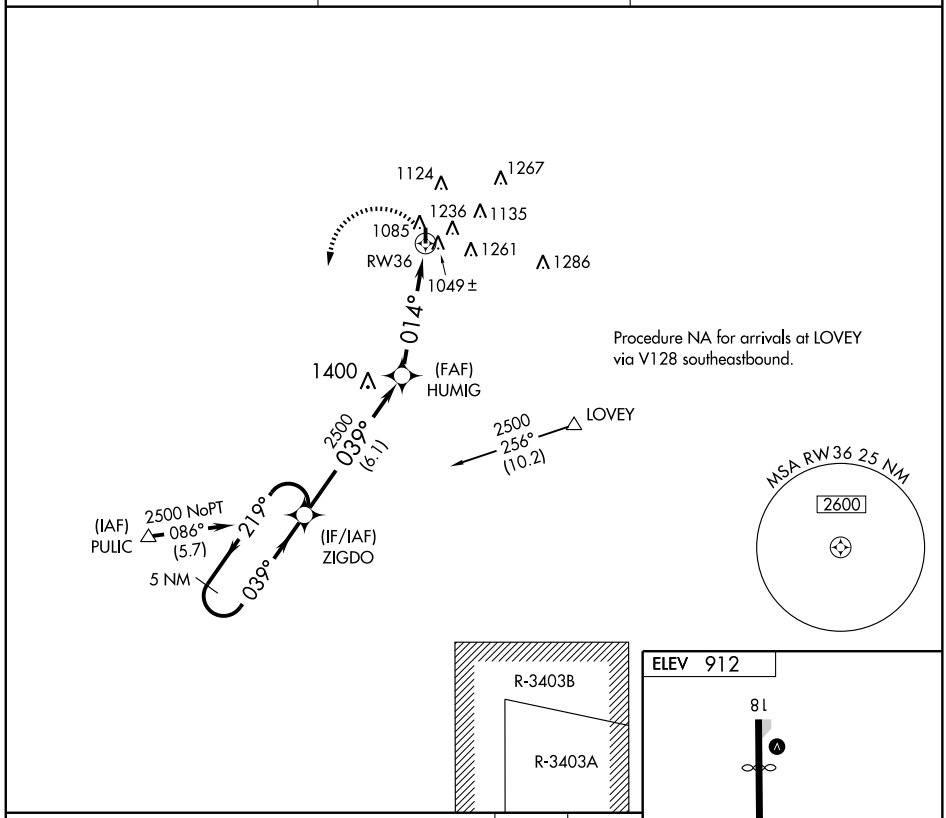
RNAV (GPS) RWY 36
GREENSBURG MUNI (I34)

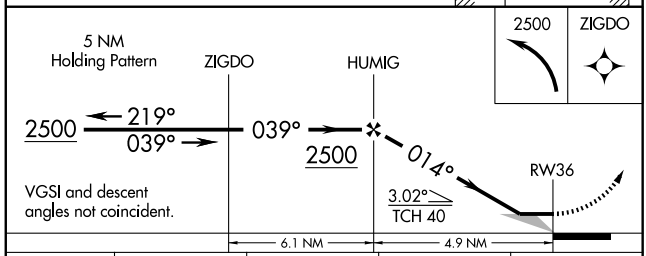
Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

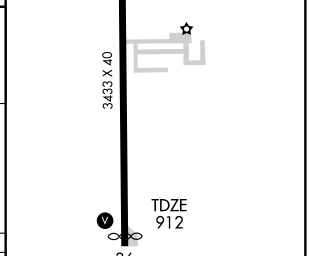
NA

MISSED APPROACH: Climbing left turn to 2500 direct ZIGDO and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF L
119.75	127.15	122.9







CATEGORY	A	B	C	D
LNAV MDA	1560-1 648 (700-1)		1560-1¾ 648 (700-1¾)	NA
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

VORTAC SHB 112.0 Chan 57	APP CRS 142°	Rwy ldg N/A TDZE N/A Apt Elev 912

VOR-A
GREENSBURG MUNI (I34)

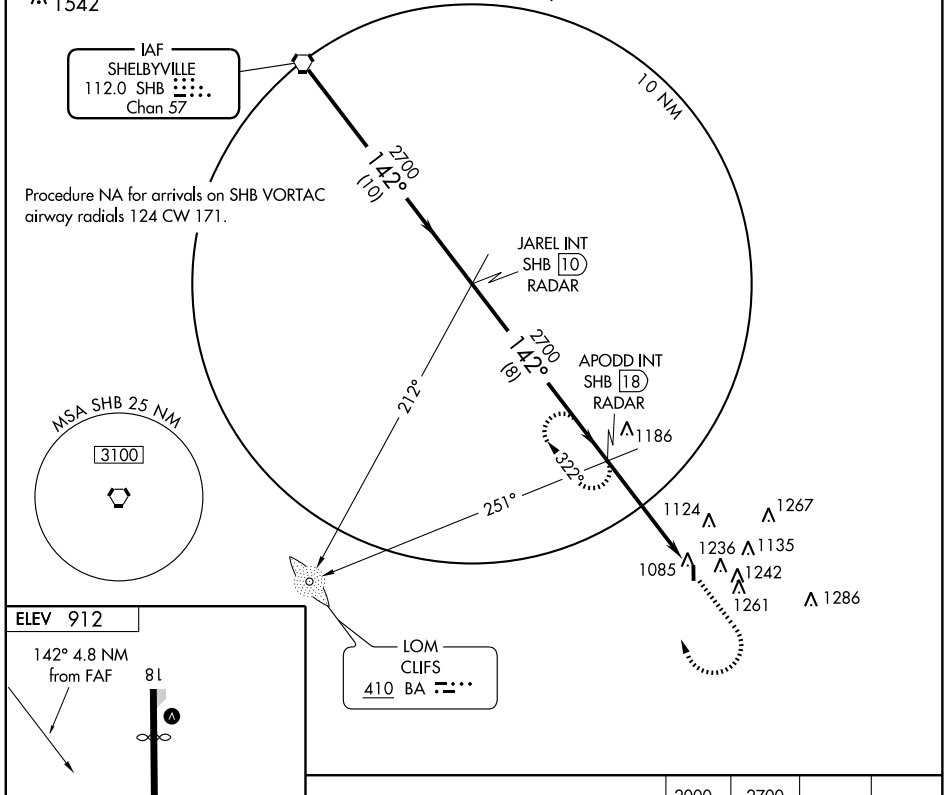
Use Columbus Muni altimeter setting; if not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet.

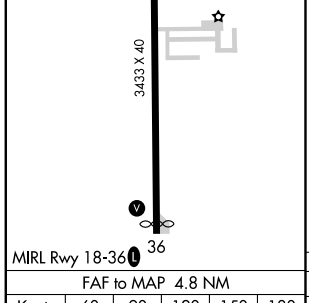
NA

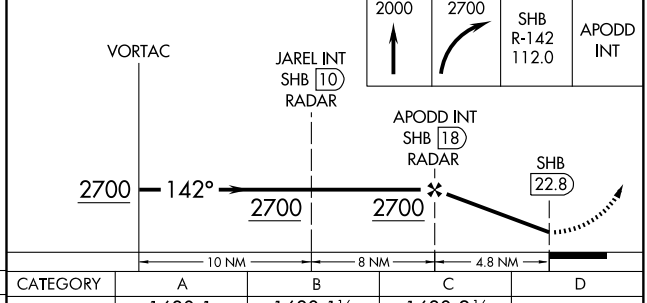
MISSED APPROACH: Climb to 2000, then climbing right turn to 2700 via SHB R-142 to APODD INT/18 DME/RADAR and hold.

COLUMBUS MUNI AWOS-3	INDIANAPOLIS APP CON	CTAF
119.75	127.15	122.9

ADF, DME or RADAR REQUIRED





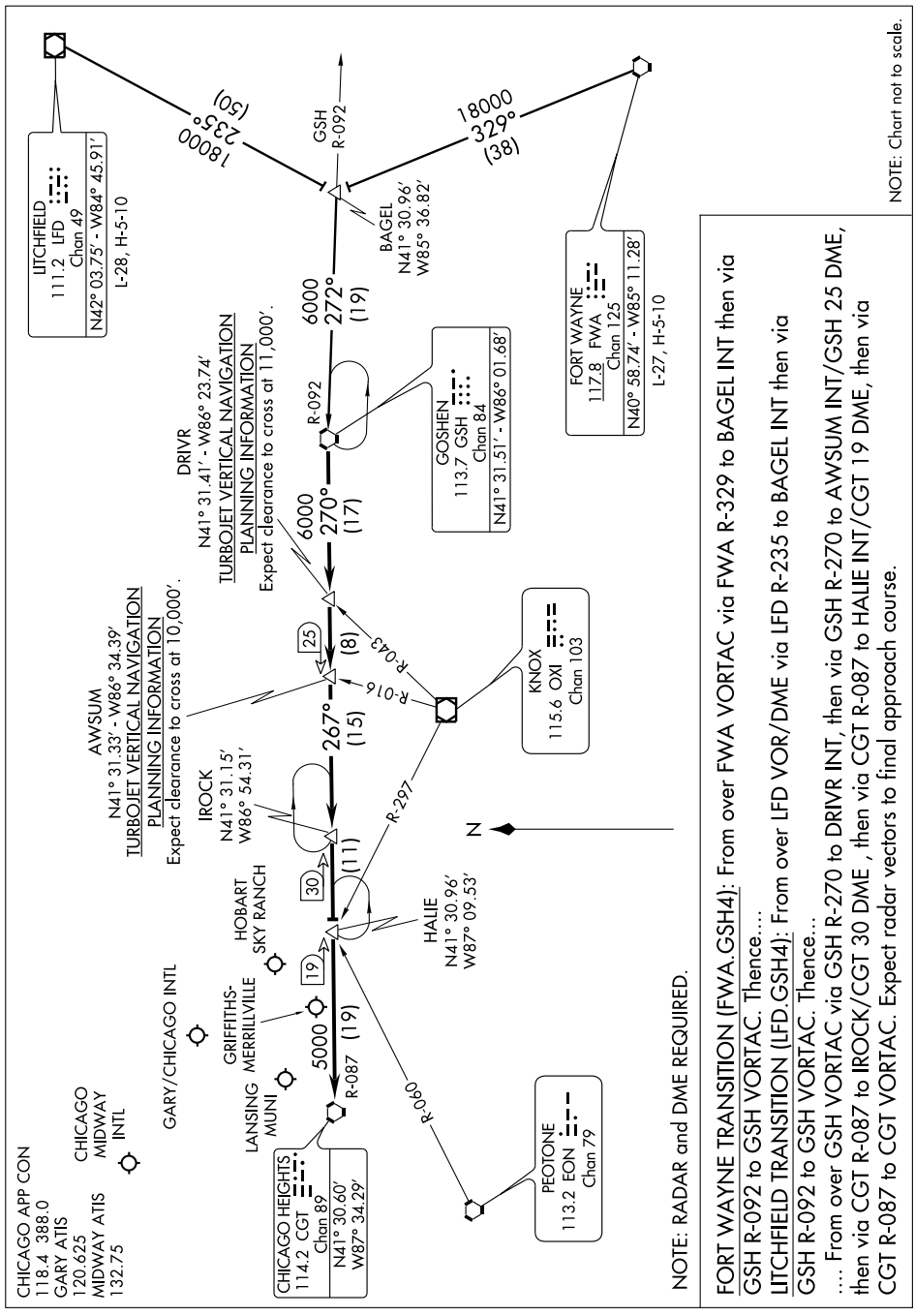


FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING	1680-1 768 (800-1)	1680-1¼ 768 (800-1¼)	1680-2¼ 768 (800-2¼)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



APP CRS	Rwy ldg	4900
083°	TDZE	634
	Apt Elev	634

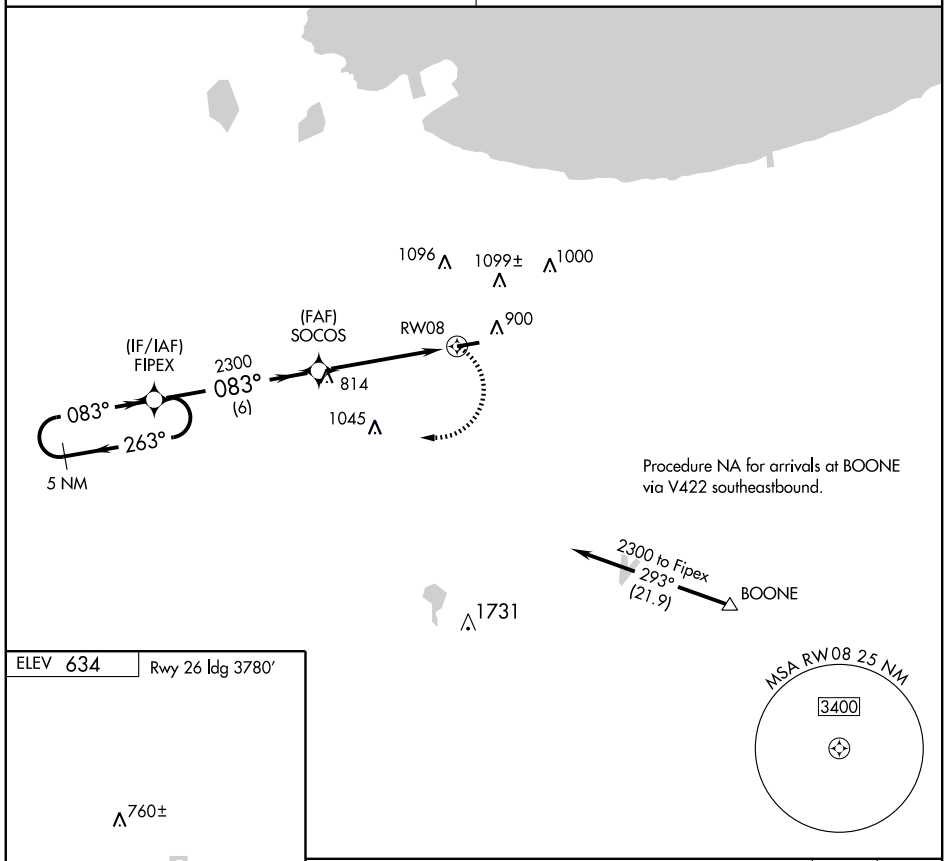
RNAV (GPS) RWY 8
GRIFFITH-MERRILLVILLE (Ø5C)

DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

NA

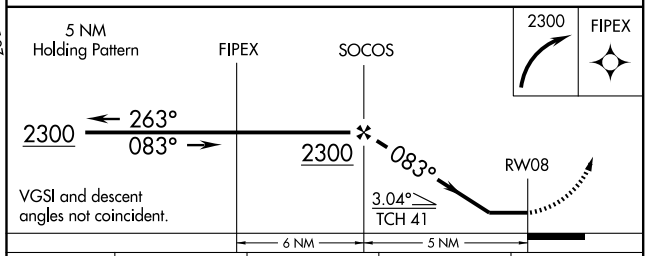
MISSED APPROACH: Climbing right turn to 2300 direct FIPEX and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L



ELEV 634 Rwy 26 ldg 3780′

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L



CATEGORY	A	B	C	D
LNAV MDA	1080-1	446 (500-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

APP CRS	Rwy ldg	3780
263°	TDZE	632
	Apt Elev	634

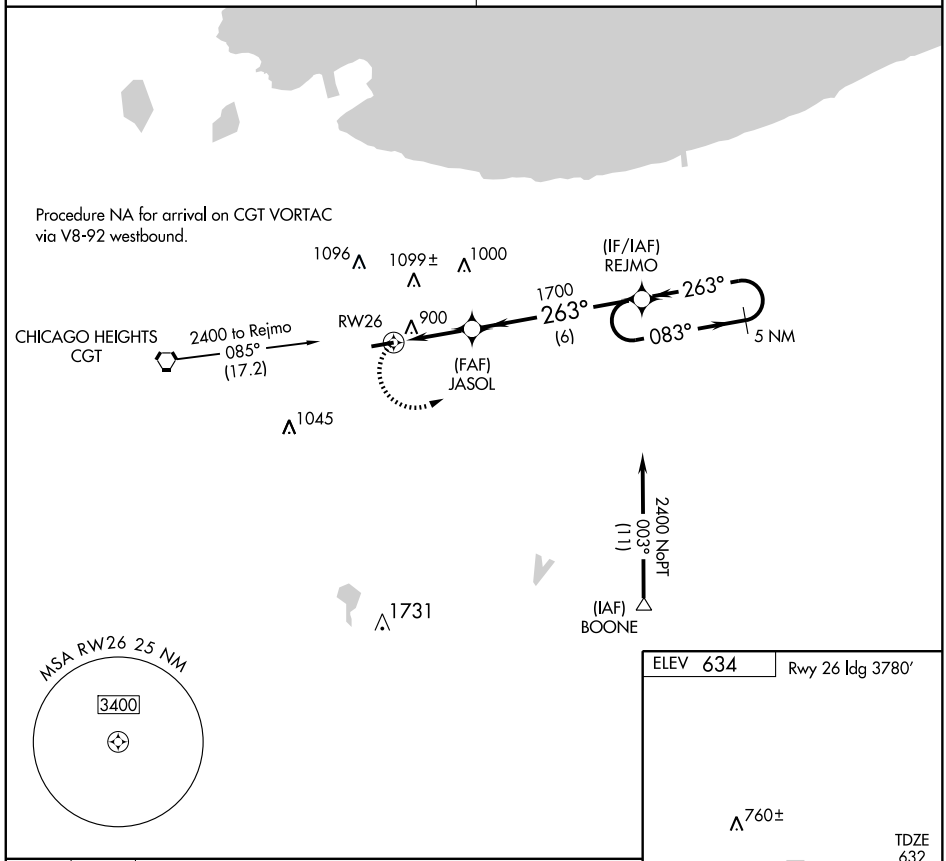
RNAV (GPS) RWY 26
GRIFFITH-MERRILLVILLE (Ø5C)

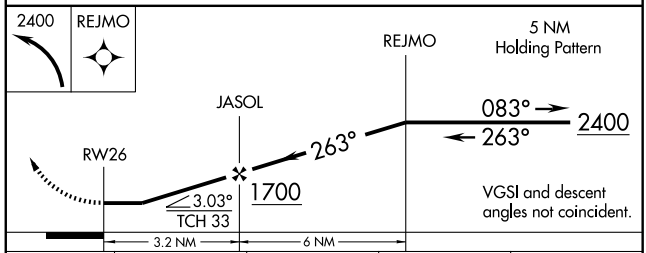
NA

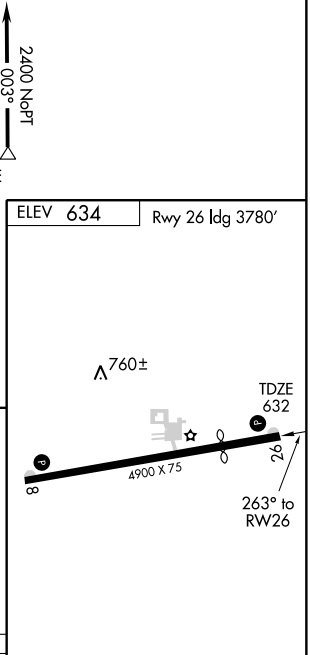
DME/DME RNP -0.3 NA. Obtain local altimeter setting on CTAF; when not recieved use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct REJMO and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1160-1	528 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC CGT	APP CRS	Rwy ldg	4900
114.2	084°	TDZE	634
Chan 89		Apt Elev	634

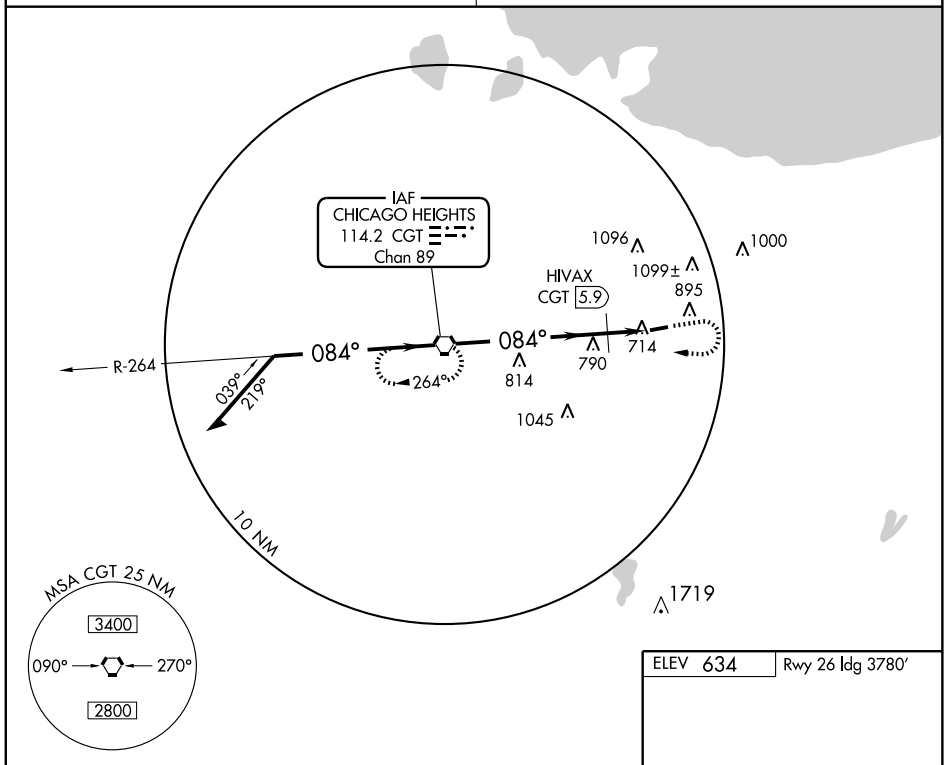
VOR RWY 8
GRIFFITH-MERRILLVILLE (Ø5C)

Obtain local altimeter setting on CTAF; when not received, use Chicago Midway Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

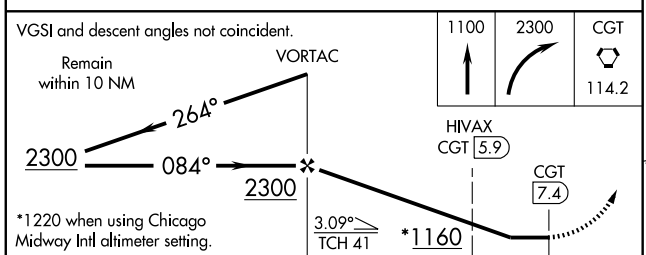
NA

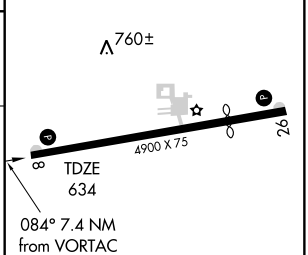
MISSED APPROACH: Climb to 1100 then climbing right turn to 2300 direct CGT VORTAC and hold.

CHICAGO APP CON	UNICOM
133.1 285.6	123.0 (CTAF) L



ELEV 634 | Rwy 26 ldg 3780′





CATEGORY	A	B	C	D
S-8	1160-1	526 (600-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	
HIVAX FIX MINIMUMS				
S-8	1000-1	366 (400-1)	NA	
CIRCLING	1200-1	566 (600-1)	NA	

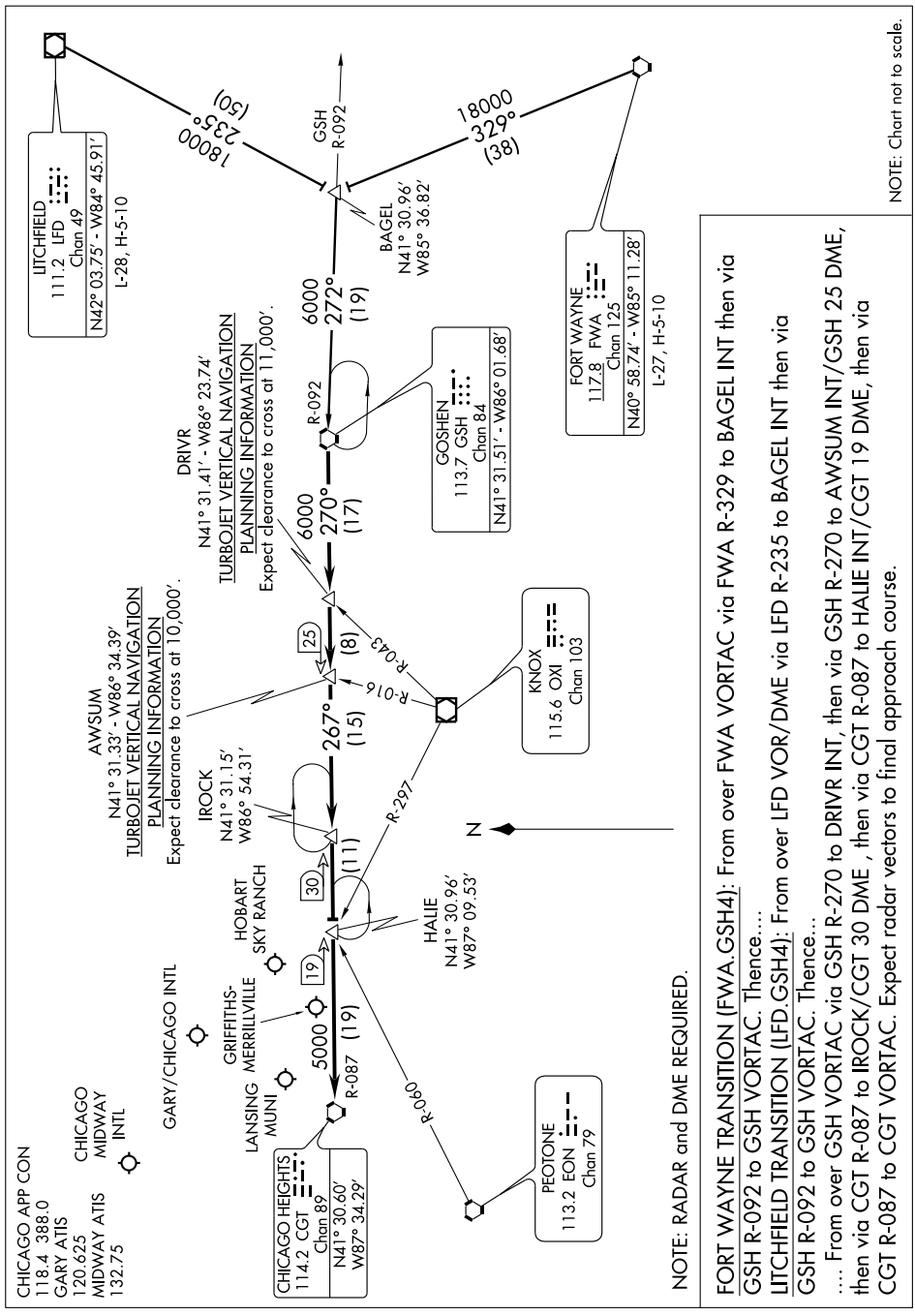
REIL Rwy 8 and 26 L
MIRL Rwy 8-26 L

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

EC-2. 14 JAN 2010 to 11 FEB 2010

GOSHEN FOUR ARRIVAL (GSH.GSH4) ST-81 (FAA) CHICAGO, ILLINOIS



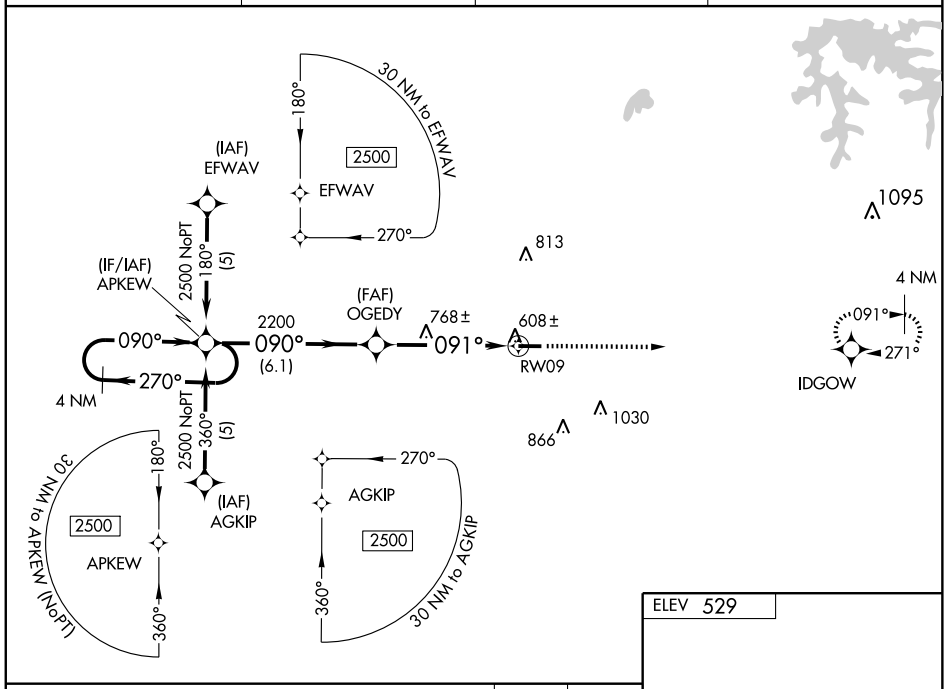
WAAS CH 49207 W09A	APP CRS 091°	Rwy ldg 5000 TDZE 524 Apt Elev 529

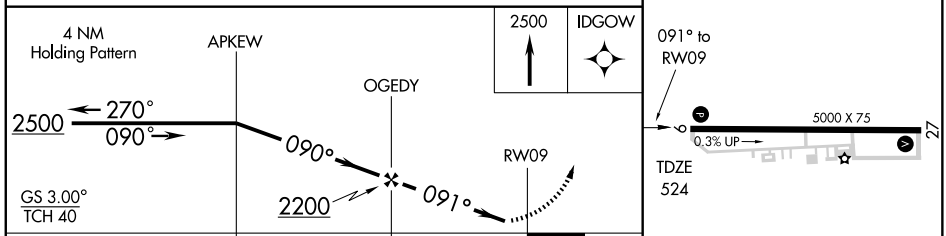
RNAV (GPS) RWY 9
HUNTINGBURG (HNB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct IDGOW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	845-1¼ 321 (400-1¼)			
LNAV/VNAV DA	878-1¼ 354 (400-1¼)			
LNAV MDA	1020-1 496 (500-1)		1020-1¼ 496 (500-1¼)	1020-1½ 496 (500-1½)
CIRCLING	1020-1 491 (500-1)		1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

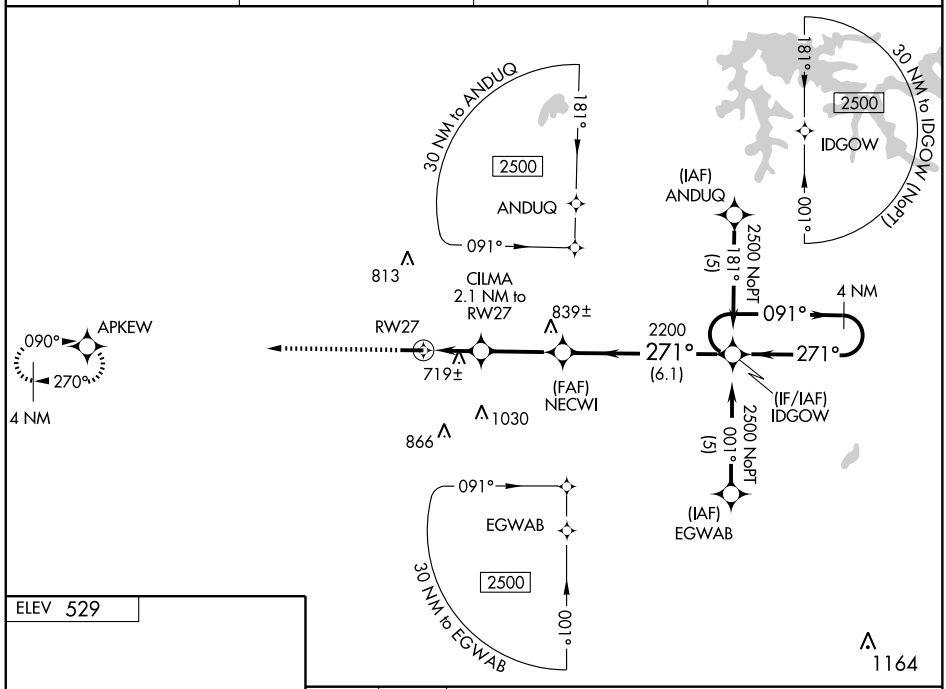
WAAS CH 86815 W27A	APP CRS 271°	Rwy ldg 5000 TDZE 529 Apt Elev 529

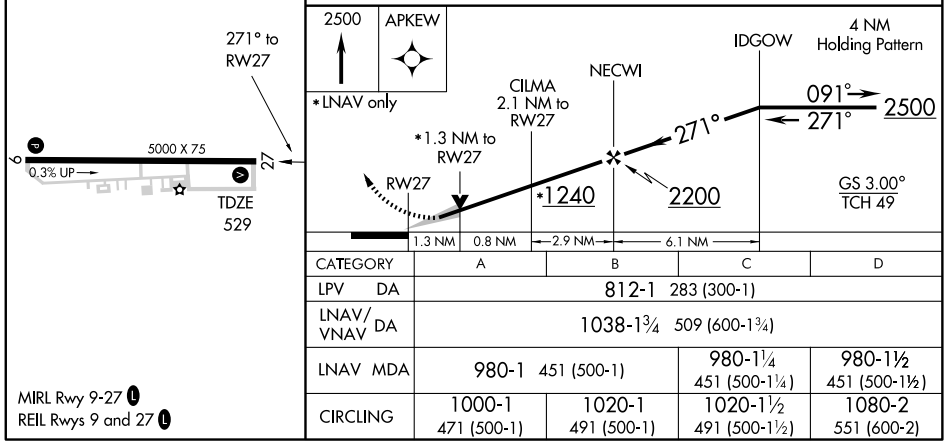
RNAV (GPS) RWY 27
HUNTINGBURG (HNB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
VDP and Baro-VNAV NA when using Evansville altimeter setting.
When local altimeter setting not received, use Evansville altimeter setting and increase all DA 85 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct APKEW and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	812-1 283 (300-1)			
LNAV/VNAV DA	1038-1¾ 509 (600-1¾)			
LNAV MDA	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	1000-1 471 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

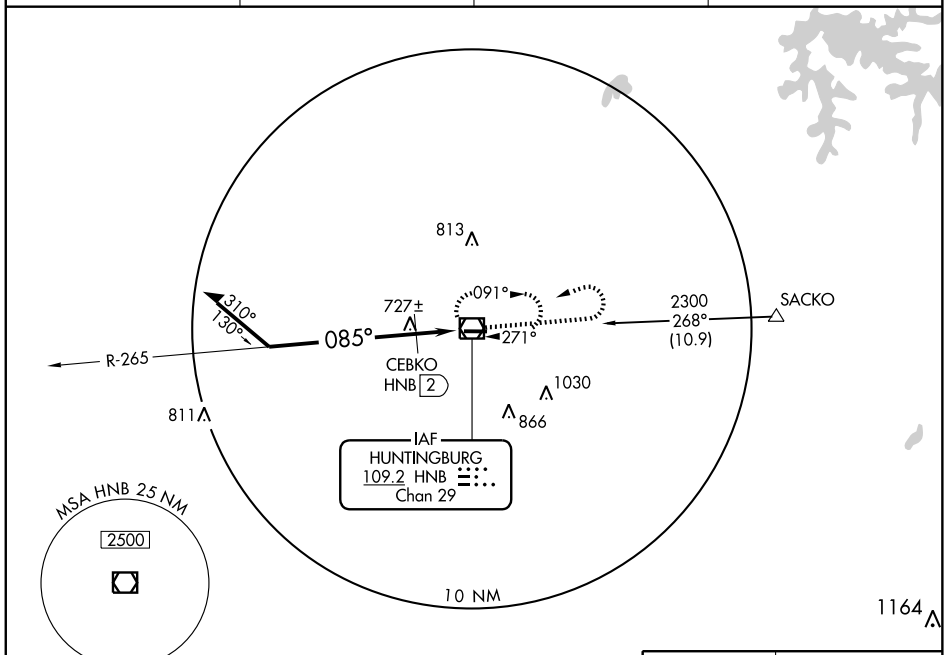
VOR/DME HNB	APP CRS	Rwy ldg	5000
109.2	085°	TDZE	525
Chan 29		Apt Elev	530

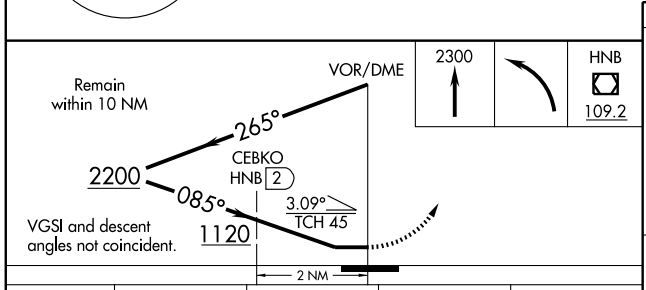
VOR RWY 9
HUNTINGBURG (HNB)

T
NA

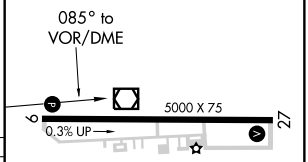
MISSED APPROACH: Climb to 2300 then left turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L





ELEV 530



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1120-1 595 (600-1)		1120-1½ 595 (600-1½)	1120-1¾ 595 (600-1¾)
CIRCLING	1120-1 590 (600-1)		1120-1½ 590 (600-1½)	1120-2 590 (600-2)
CEBKO DME MINIMUMS				
S-9	980-1 455 (500-1)		980-1¼ 455 (500-1¼)	980-1½ 455 (500-1½)
CIRCLING	980-1 450 (500-1)	1020-1 490 (500-1)	1020-1½ 490 (500-1½)	1080-2 550 (600-2)

Knots	60	90	120	150	180
Min:Sec					

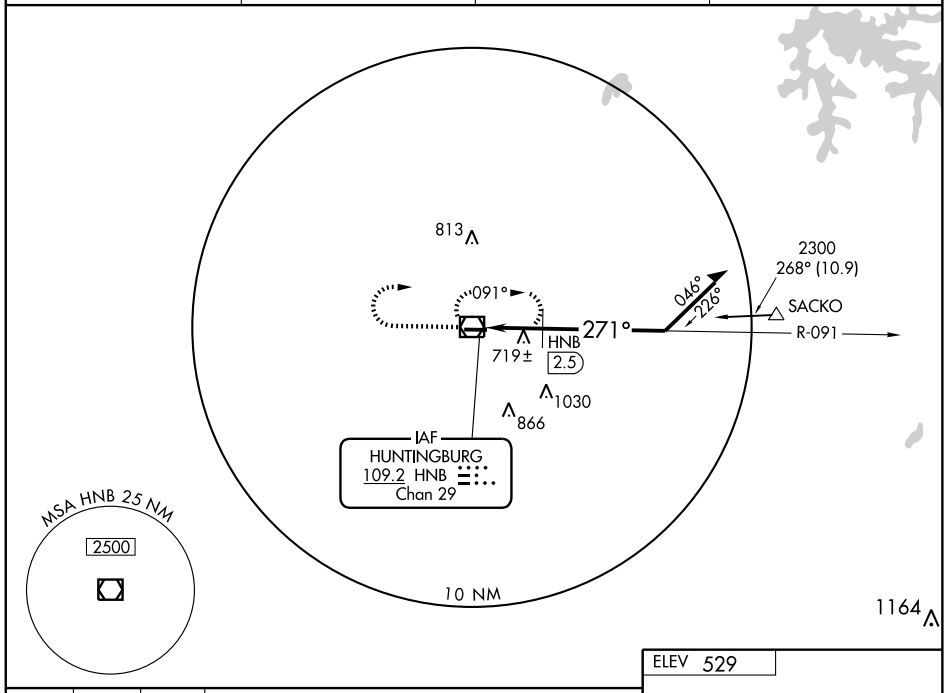
EC-2, 14 JAN 2010 to 11 FEB 2010

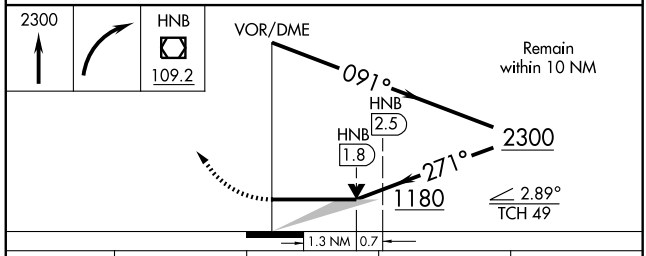
VOR/DME HNB	APP CRS	Rwy ldg	5000
109.2	271°	TDZE	529
Chan 29		Apt Elev	529

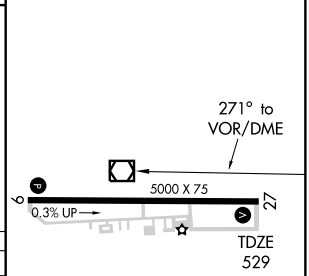
VOR RWY 27
HUNTINGBURG (HNB)

MISSED APPROACH: Climb to 2300 then right turn direct HNB VOR/DME and hold.

AWOS-3	EVANSVILLE APP CON ★	CLNC DEL	UNICOM
118.250	126.4 226.4	118.8	122.8 (CTAF) L







MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-27	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
CIRCLING	1180-1 651 (700-1)		1180-1¾ 651 (700-1¾)	1180-2 651 (700-2)
DME MINIMUMS				
S-27	980-1 451 (500-1)		980-1¼ 451 (500-1¼)	980-1½ 451 (500-1½)
CIRCLING	980-1 451 (500-1)	1020-1 491 (500-1)	1020-1½ 491 (500-1½)	1080-2 551 (600-2)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB HHG	APP CRS	Rwy ldg	5001
417	082°	TDZE	804
		Apt Elev	806

NDB RWY 9
HUNTINGTON MUNI (HHG)

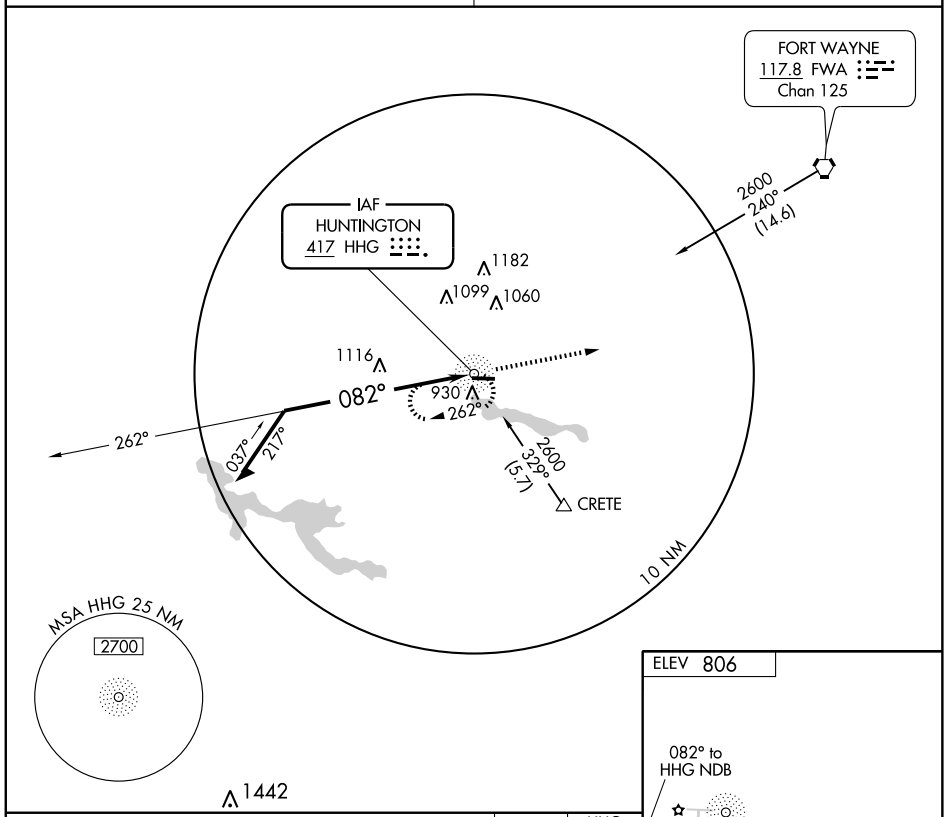
T NA

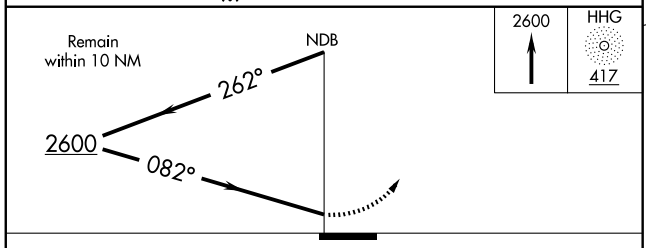
Use Fort Wayne altimeter setting.

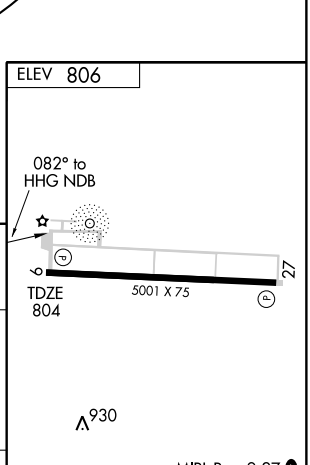
MISSED APPROACH: Climb to 2600 in HHG NDB holding pattern.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1500-1 696 (700-1)		1500-2 696 (700-2)	1500-2¼ 696 (700-2¼)
CIRCLING	1500-1 694 (700-1)		1500-2 694 (700-2)	1500-2¼ 694 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5001
095°	TDZE	804
	Apt Elev	806

RNAV (GPS) RWY 9
HUNTINGTON MUNI (HHG)

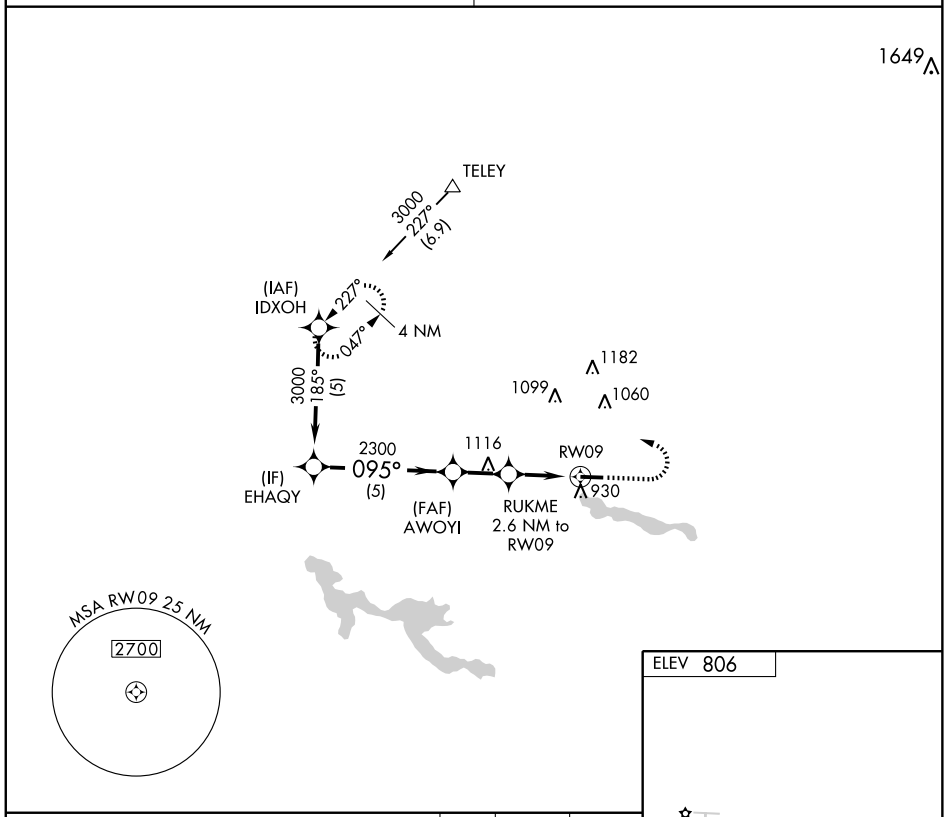
NA

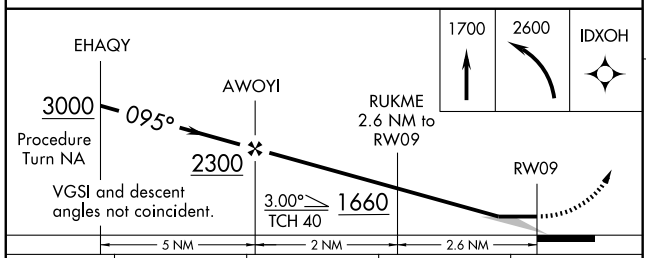
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.

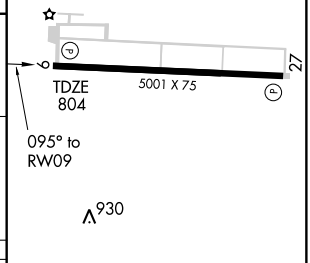
MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct IDXOH WP and hold.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 416 (500-1)		1220-1¼ 416 (500-1¼)	
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5001
275°	TDZE	804
	Apt Elev	806

RNAV (GPS) RWY 27
HUNTINGTON MUNI (HHG)

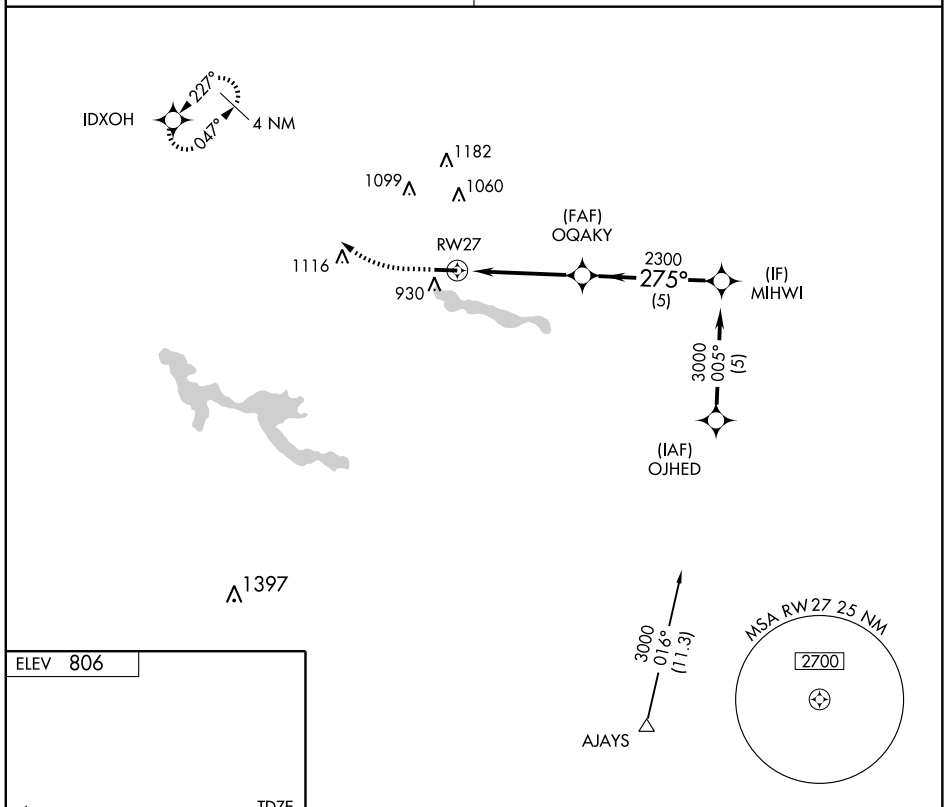
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Use Fort Wayne altimeter setting.

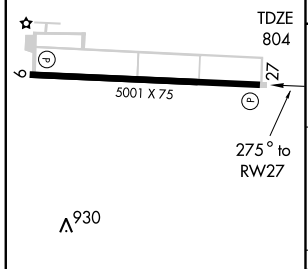
NA

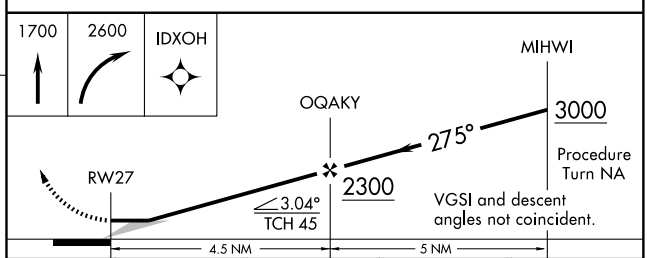
MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct IDXOH WP and hold.

FORT WAYNE APP CON
127.2 284.6

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1200-1 396 (400-1)			1200-1¼ 396 (400-1¼)
CIRCLING	1320-1 514 (600-1)		1320-1½ 514 (600-1½)	1360-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC FWA 117.8 Chan 125	APP CRS 059°	Rwy ldg N/A TDZE N/A Apt Elev 806

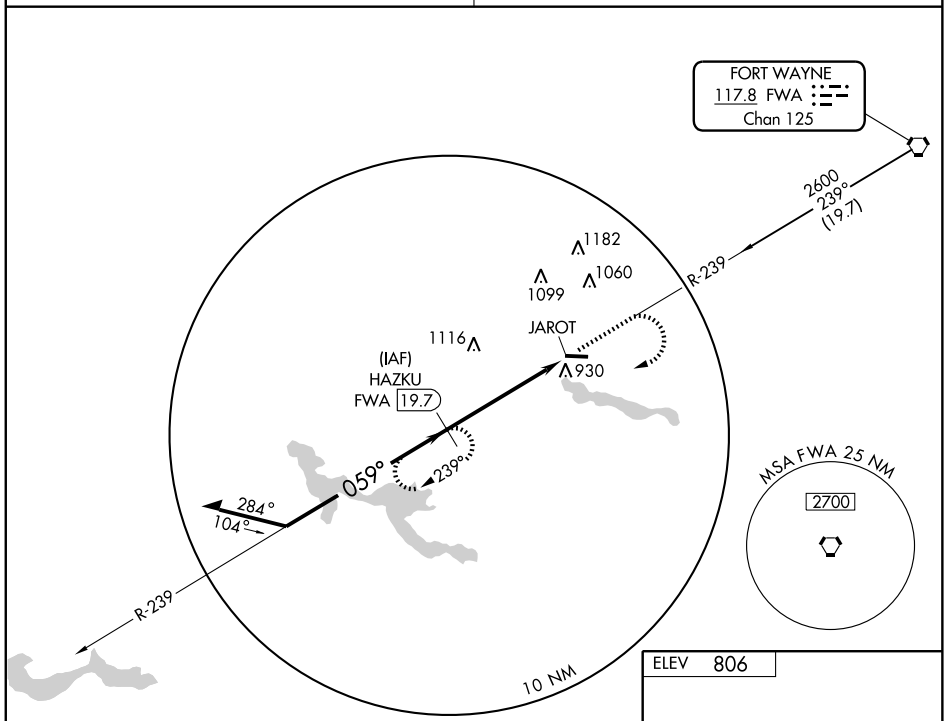
VOR/DME-A
HUNTINGTON MUNI (HHG)

NA

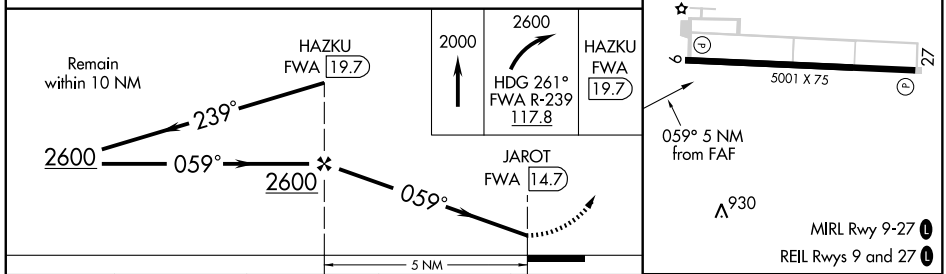
Use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 via heading 261° and FWA R-239 to HAZKU/19.73 DME and hold.

FORT WAYNE APP CON	UNICOM
127.2 284.6	122.8 (CTAF) L



ELEV 806



MIRL Rwy 9-27 L

REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
CIRCLING	1420-1 614 (700-1)		1420-1¾ 614 (700-1¾)	1420-2 614 (700-2)

Knots	60	90	120	150	180
Min:Sec					

APP CRS	Rwy ldg	4400
184°	TDZE	897
	Apt Elev	897

RNAV (GPS) RWY 18

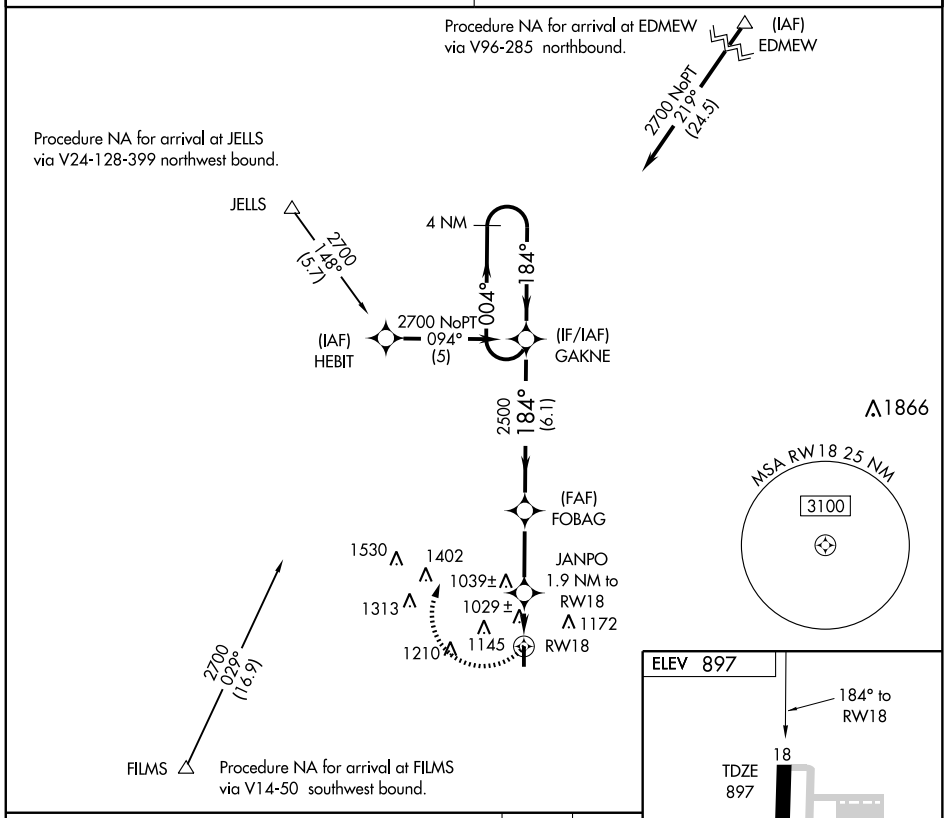
INDIANAPOLIS/ HENDRICKS COUNTY-GORDON GRAHAM FIELD (2R2)

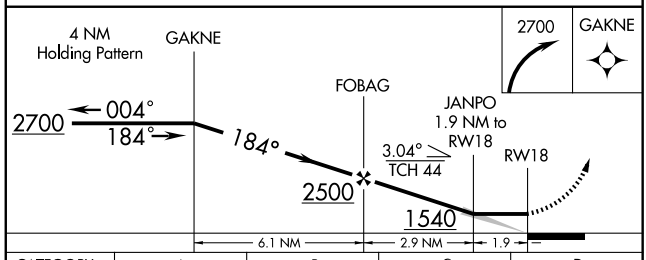
T
NA

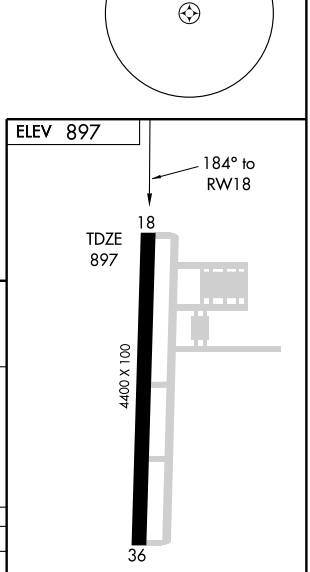
DME/DME RNP-0.3 NA.
Use Indianapolis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2700 direct GAKNE and hold.

INIANAPOLIS APP CON	UNICOM
121.1	**122.7** (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 423 (500-1)		1320-1¼ 423 (500-1¼)	NA
CIRCLING	1380-1 483 (500-1)	1480-1 583 (600-1)	1480-1½ 583 (600-1½)	NA

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	N/A
291°	TDZE	N/A
	Apt Elev	732

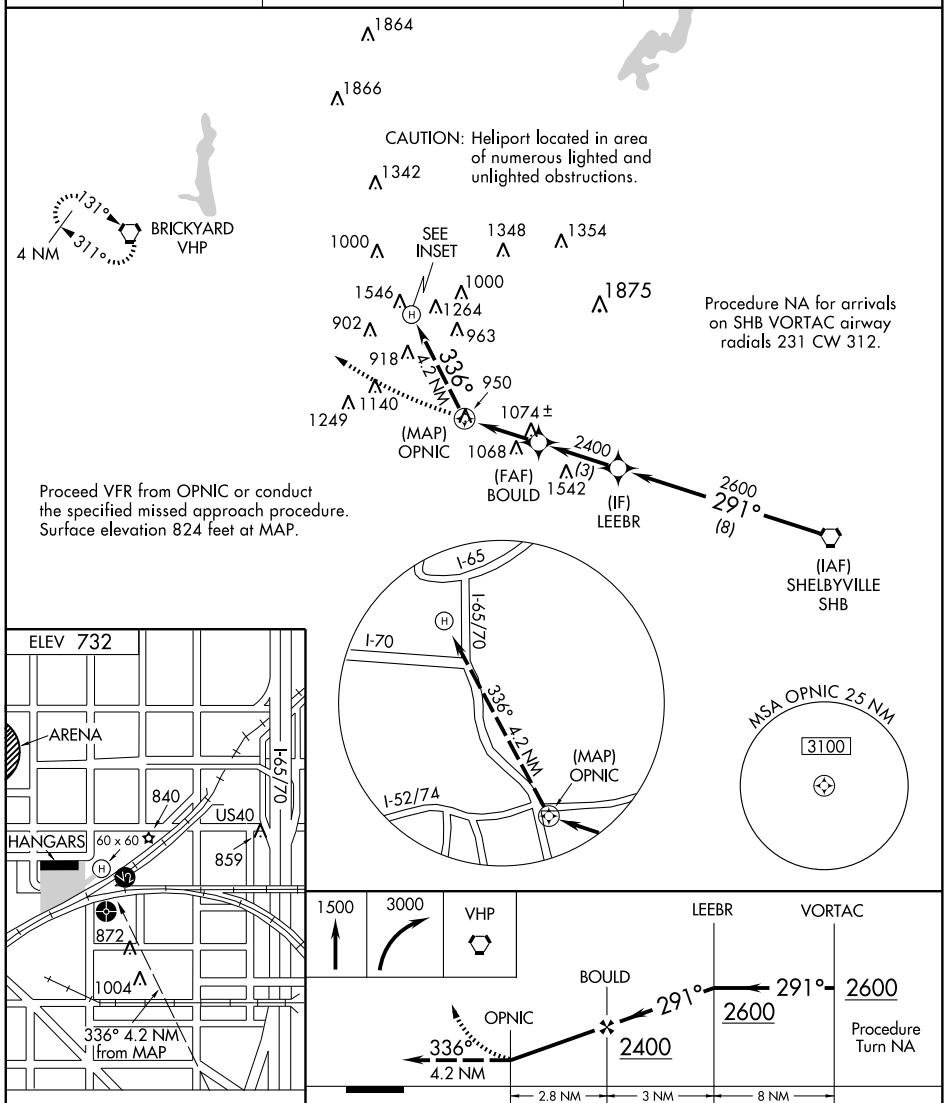
COPTER RNAV (GPS) 291°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet. Limit final and missed approach airspeed to 70 KIAS. DME/DME RNP-0.3 NA. ACTIVATE High Intensity Pad Lights-CTAF.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF) L



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-291°	1340-¾ 516 (600-¾)

VORTAC SHB	APP CRS	Rwy ldg	N/A
112.0	287°	TDZE	N/A
Chan 57		Apt Elev	732

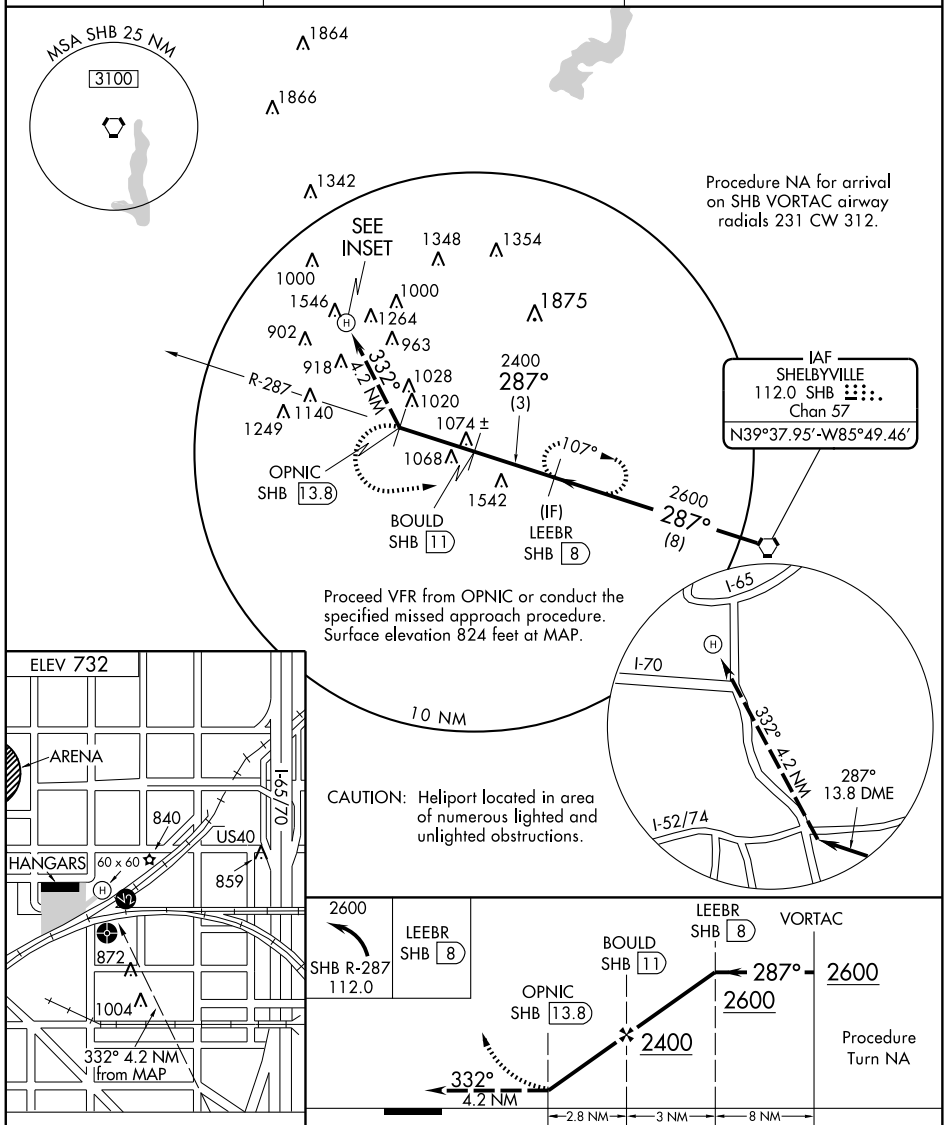
COPTER VOR/DME 287°

INDIANAPOLIS DOWNTOWN HELIPORT (8A4)

NA When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase MDA 40 feet.
ACTIVATE High Intensity Pad Lights-CTAF.

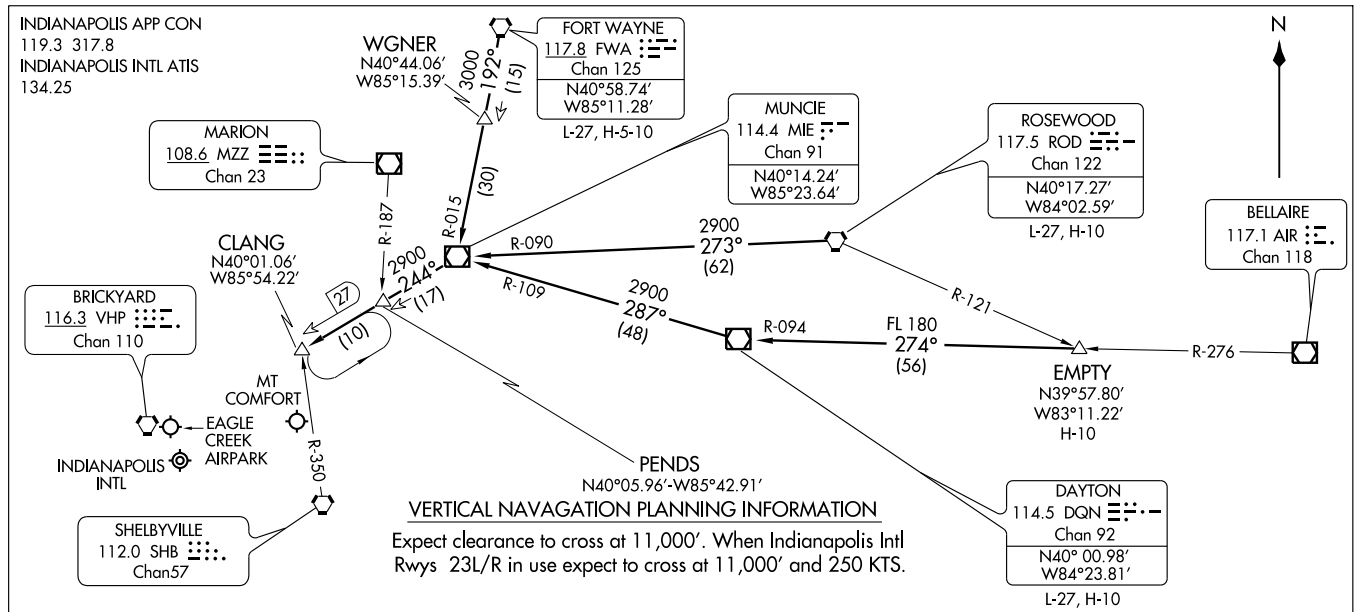
MISSED APPROACH: Climbing left turn to 2600 via SHB R-287 to LEEBR/8 DME and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.250	125.275 317.8	123.05 (CTAF) L



Knots	45	60	75	90	105
Min:Sec					

CATEGORY	COPTER
H-287°	1340-¾ 516 (600-¾)



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

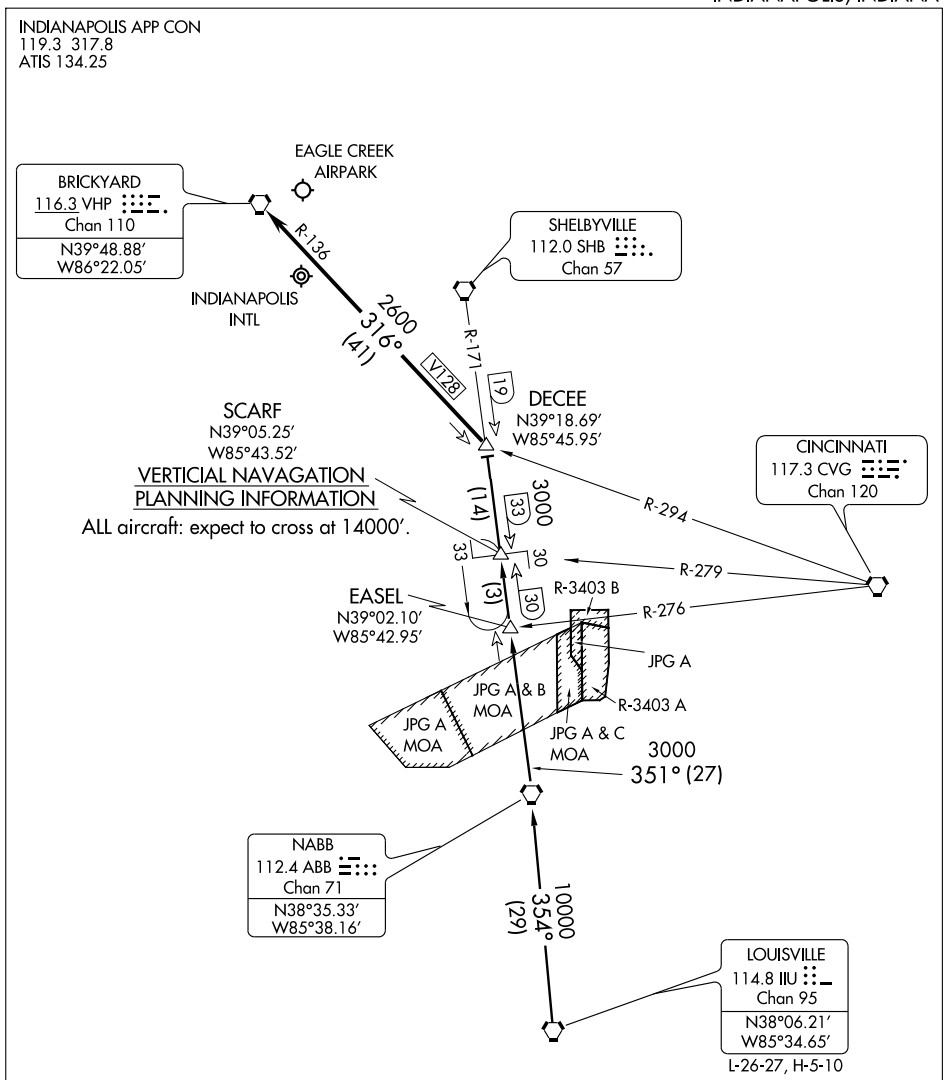
. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

LOC I-EYE	APP CRS	Rwy ldg	4200
111.5	207°	TDZE	820
		Apt Elev	823

LOC RWY 21

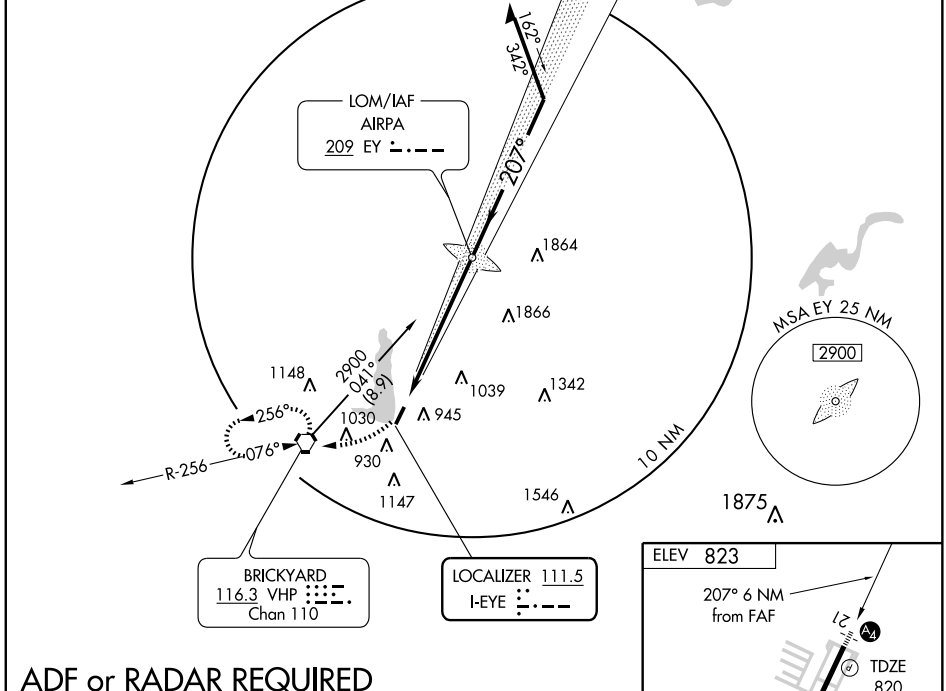
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

T NA — Inoperative components table does not apply to CAT C. If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA's 20 feet.

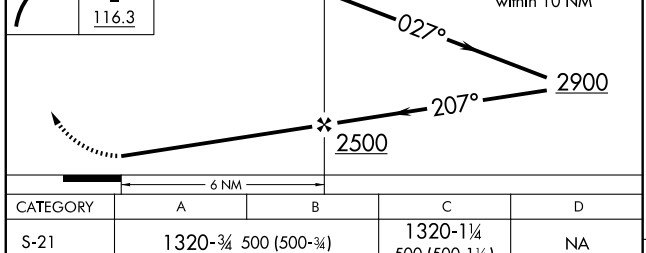
MALSF

MISSED APPROACH: Climbing right turn to 2500 direct VHP VORTAC and hold.

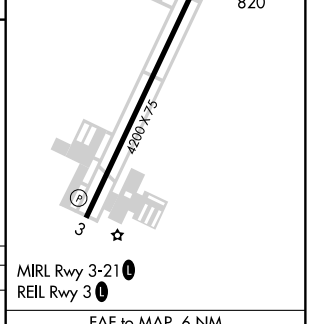
ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L



ADF or RADAR REQUIRED



CATEGORY	A	B	C	D
S-21	1320-¾ 500 (500-¾)		1320-1¼ 500 (500-1¼)	NA
CIRCLING	1320-1 497 (500-1)		1320-1½ 497 (500-1½)	NA



MIRL Rwy 3-21 L
REIL Rwy 3 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM EY	APP CRS	Rwy ldg	4200
209	207°	TDZE	823
		Apt Elev	823

NDB RWY 21

INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

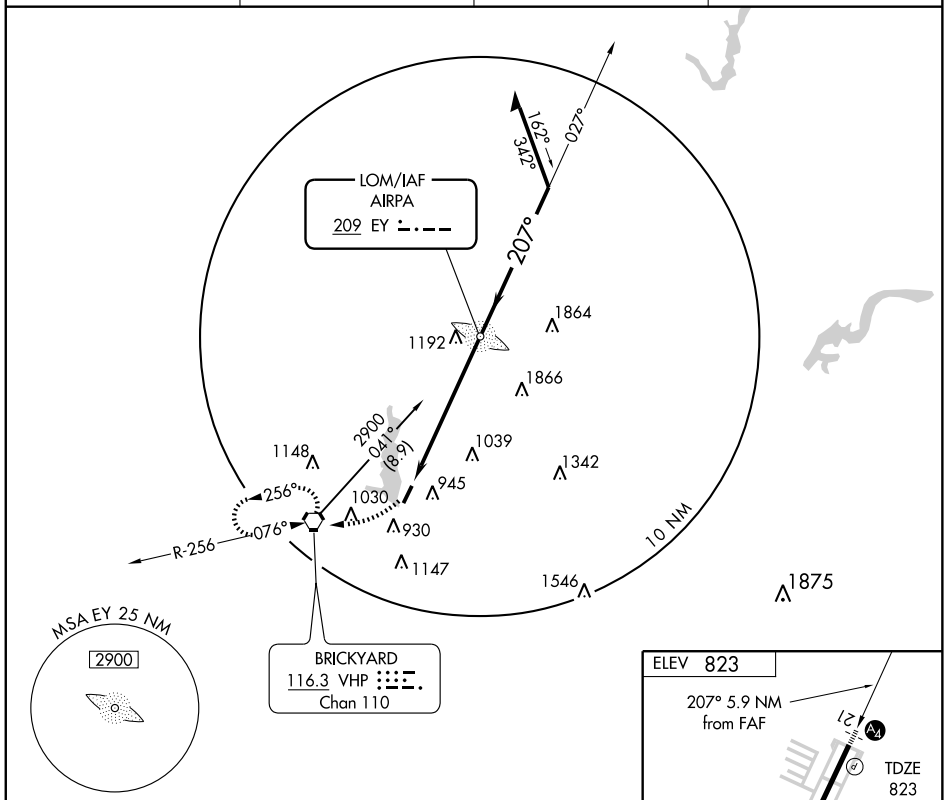
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.
Inoperative table does not apply to Cat C.

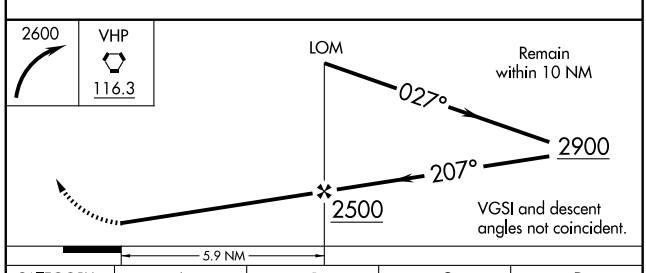
NA

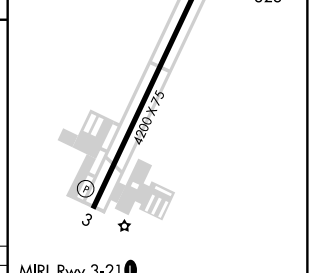
MALSF

MISSED APPROACH:
Climbing right turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L







MIRL Rwy 3-21 L
REIL Rwy 3 L

CATEGORY	A	B	C	D
S-21	1440-¾ 617 (700-¾)		1440-1¾ 617 (700-1¾)	NA
CIRCLING	1440-1 617 (700-1)		1440-1¾ 617 (700-1¾)	NA

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 82509 W21A	APP CRS 208°	Rwy ldg 4200 TDZE 823 Apt Elev 823

RNAV (GPS) RWY 21

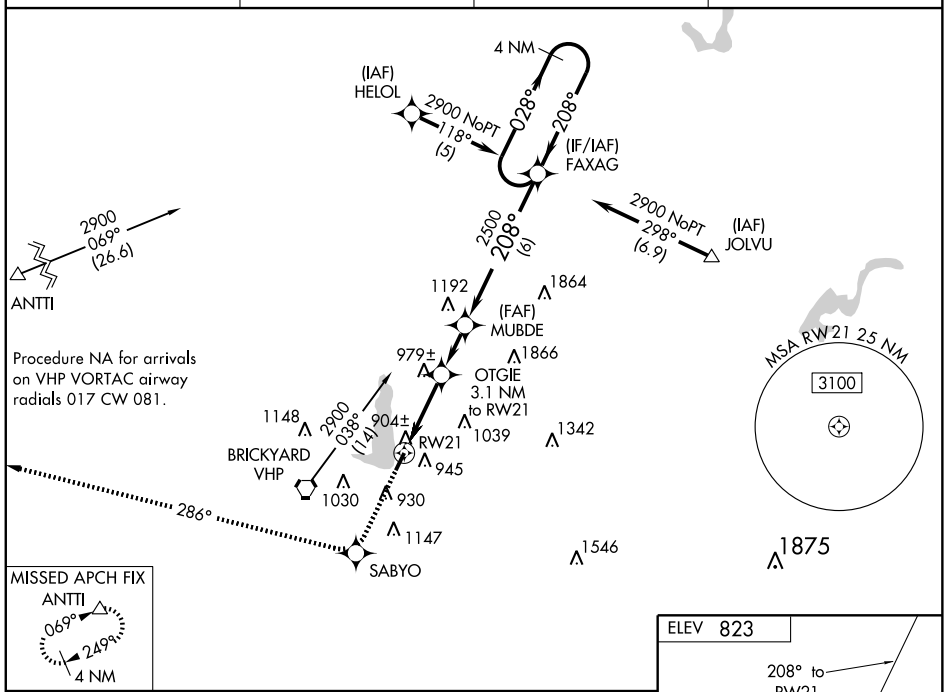
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

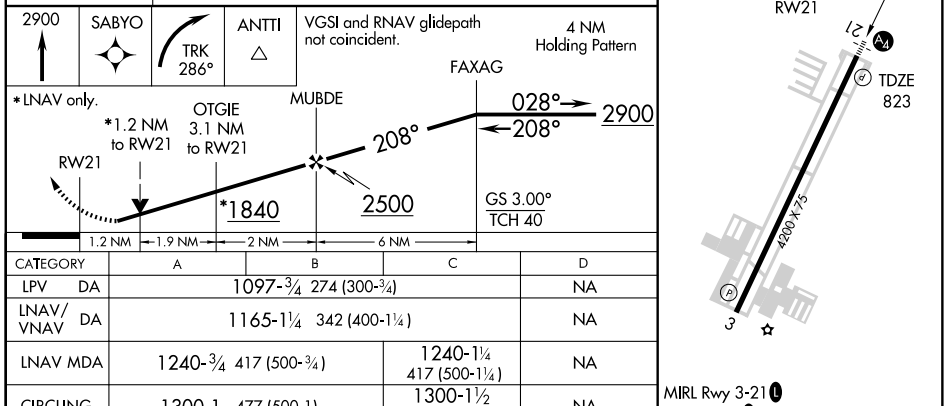
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received use Indianapolis Intl altimeter setting and increase all DA/MDA 20 ft. Inoperative table does not apply.

MALSF

MISSED APPROACH: Climb to 2900 direct SABYO and right turn via 286° track to ANTTI and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1097-¾ 274 (300-¾)			NA
LNAV/VNAV DA	1165-1¼ 342 (400-1¼)			NA
LNAV MDA	1240-¾ 417 (500-¾)		1240-1¼ 417 (500-1¼)	NA
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

MIRL Rwy 3-21 L
REIL Rwy 3 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VHP	APP CRS	Rwy ldg	N/A
116.3	076°	TDZE	N/A
Chan 110		Apt Elev	823

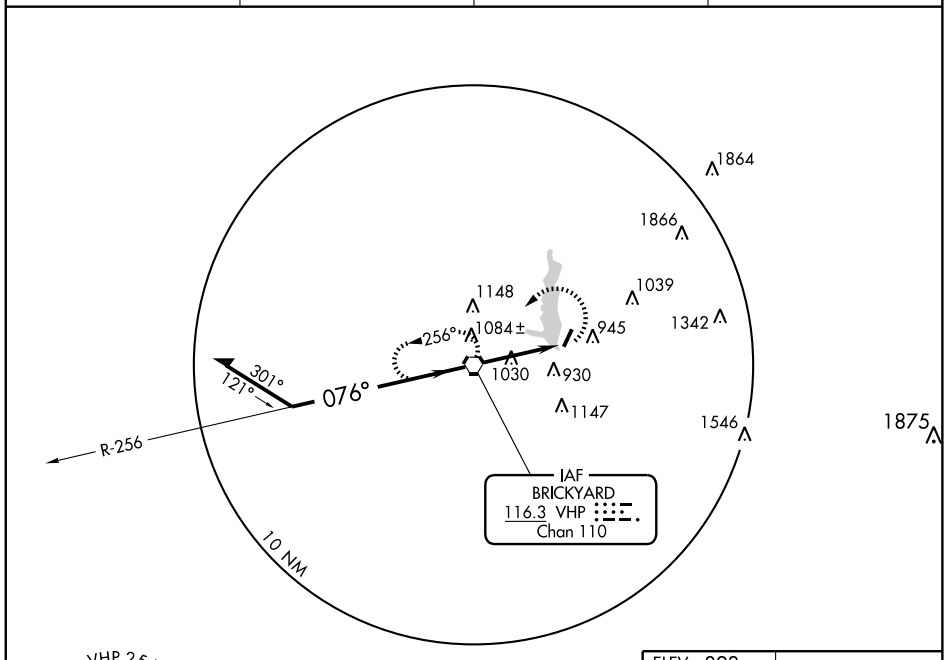
VOR-A

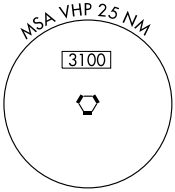
INDIANAPOLIS/ EAGLE CREEK AIRPARK (EYE)

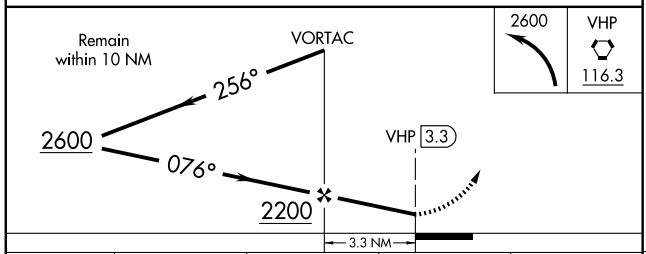
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 20 feet.

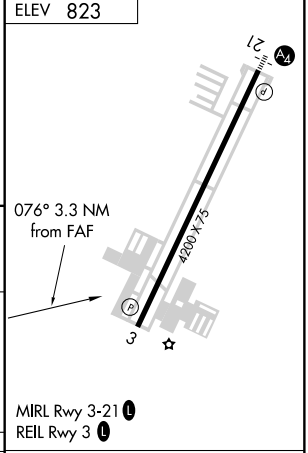
MISSED APPROACH: Climbing left turn to 2600 direct VHP VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
121.575	119.05 317.8	128.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	1300-1 477 (500-1)		1300-1½ 477 (500-1½)	NA

FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB HFY	APP CRS	Rwy ldg	4901
398	360°	TDZE	822
		Apt Elev	822

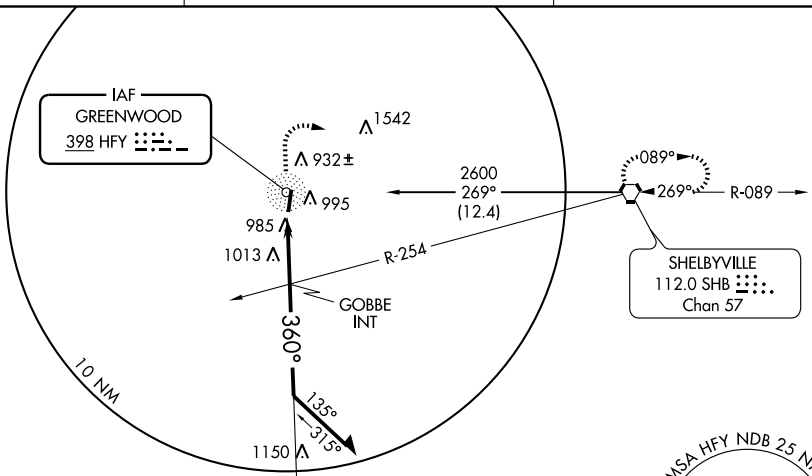
NDB RWY 1

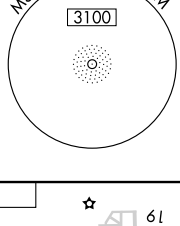
INDIANAPOLIS / GREENWOOD MUNI (HFY)

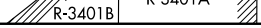
If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

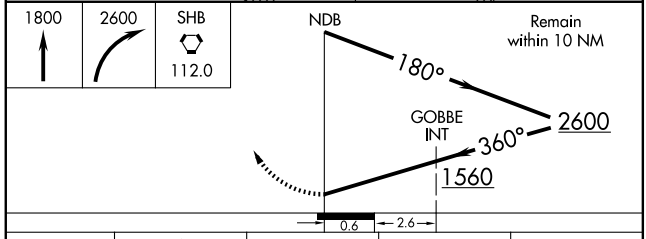
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct SHB VORTAC and hold.

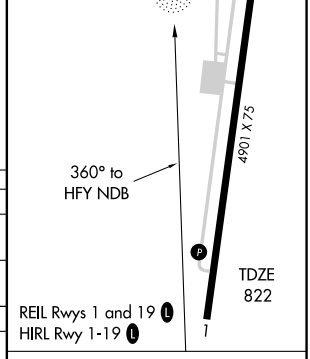
AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L











CATEGORY	A	B	C	D
S-1	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
CIRCLING	1560-1	738 (800-1)	1560-2 738 (800-2)	NA
GOBBE INT MINIMUMS				
S-1	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA
CIRCLING	1380-1	558 (600-1)	1380-1½ 558 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4901
010°	TDZE	822
	Apt Elev	822

RNAV (GPS) RWY 1

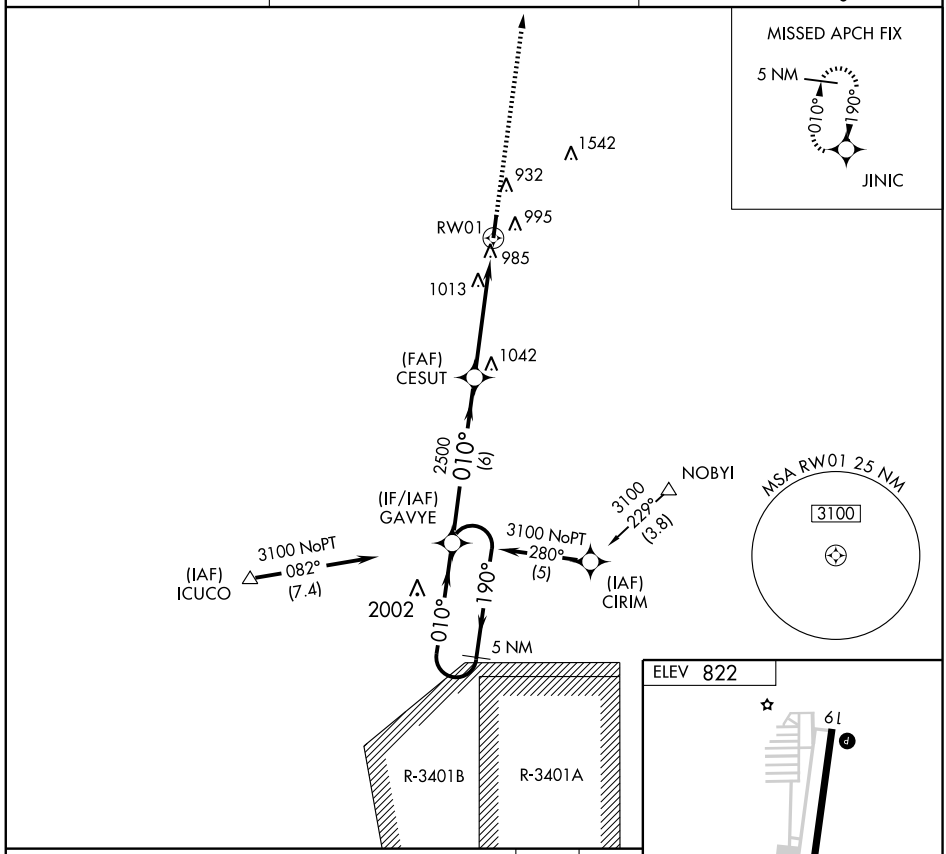
INDIANAPOLIS / GREENWOOD MUNI (HFY)

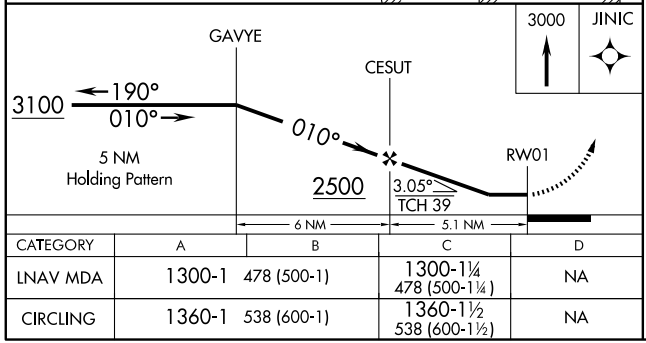
NA

If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

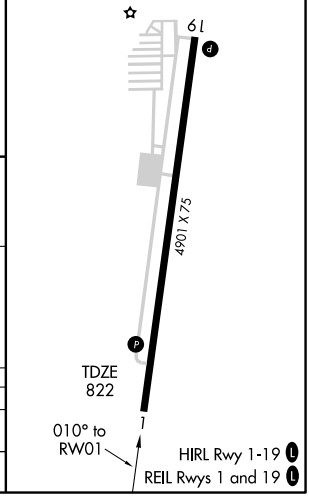
MISSED APPROACH: Climb to 3000 direct JINIC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1300-1 478 (500-1)		1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA



EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 53703 W19A	APP CRS 190°	Rwy ldg 4901 TDZE 822 Apt Elev 822

RNAV (GPS) RWY 19

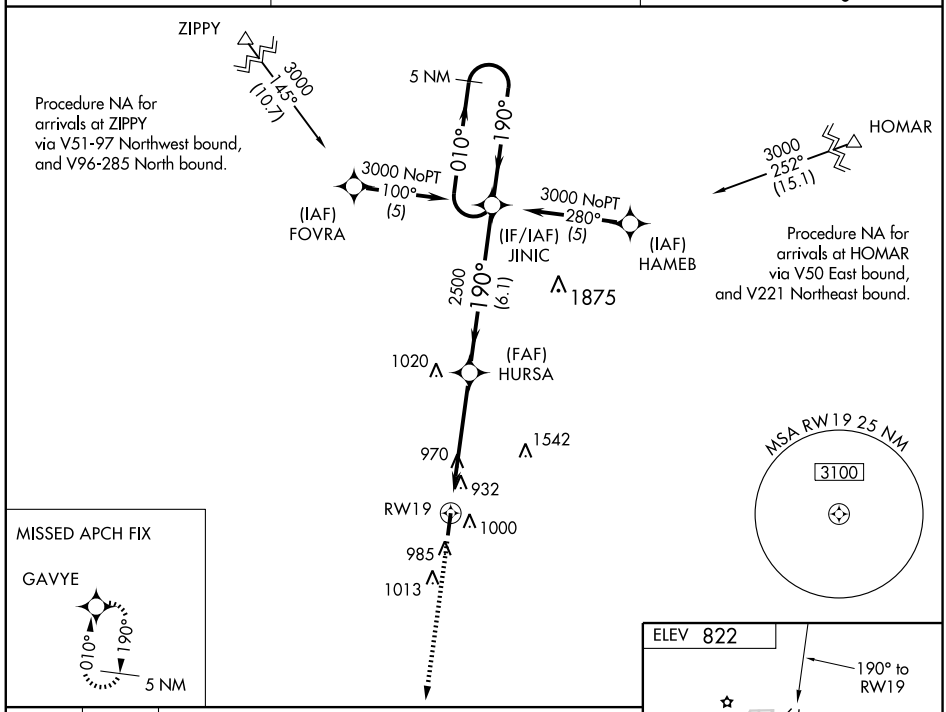
INDIANAPOLIS / GREENWOOD MUNI (HFY)

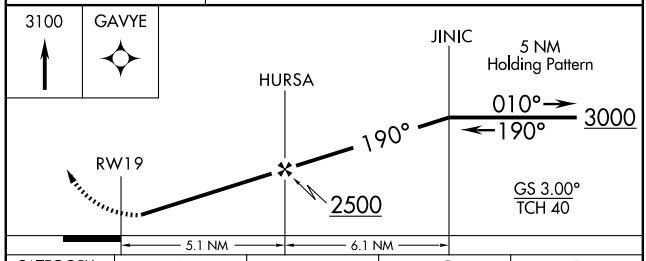
NA

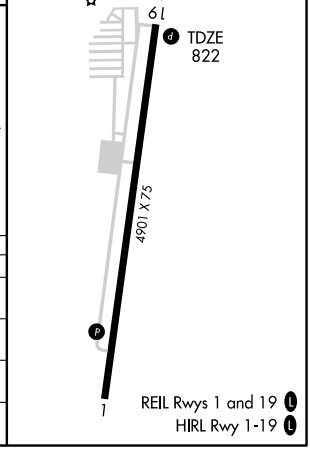
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3100 direct GAVYE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1130-1 308 (400-1)			NA
LNAV/VNAV DA	1299-1¾ 477 (500-1¾)			NA
LNAV MDA	1300-1 478 (500-1)		1300-1¼ 478 (500-1¼)	NA
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SHB	APP CRS	Rwy ldg	N/A
112.0	269°	TDZE	N/A
Chan 57		Apt Elev	822

VOR-A

INDIANAPOLIS / GREENWOOD MUNI (HFY)

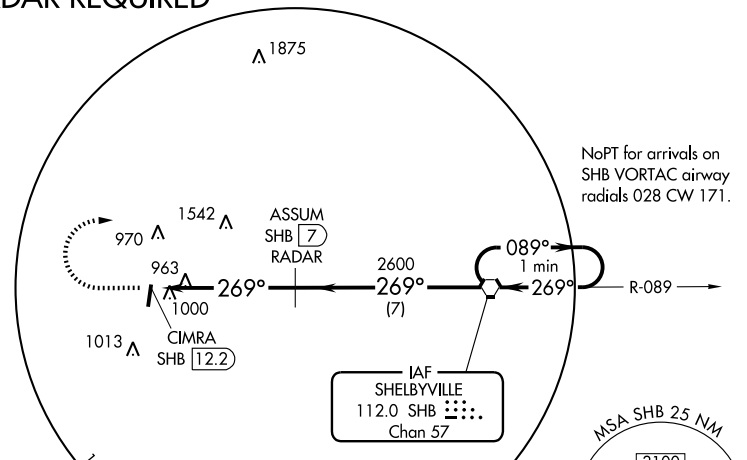
If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 40 feet.

NA

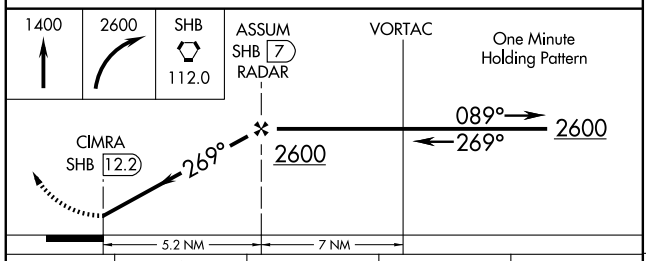
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 direct SHB VORTAC and hold.

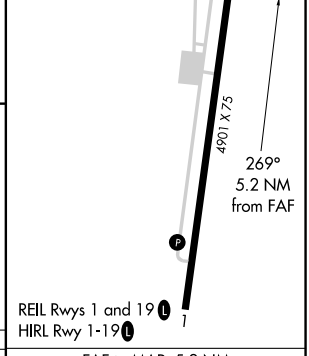
AWOS-3	INDIANAPOLIS APP CON	UNICOM
118.525	124.95 317.8	123.0 (CTAF) L

DME or RADAR REQUIRED



2002





CATEGORY	A	B	C	D
CIRCLING	1360-1 538 (600-1)		1360-1½ 538 (600-1½)	NA

FAF to MAP 5.2 NM

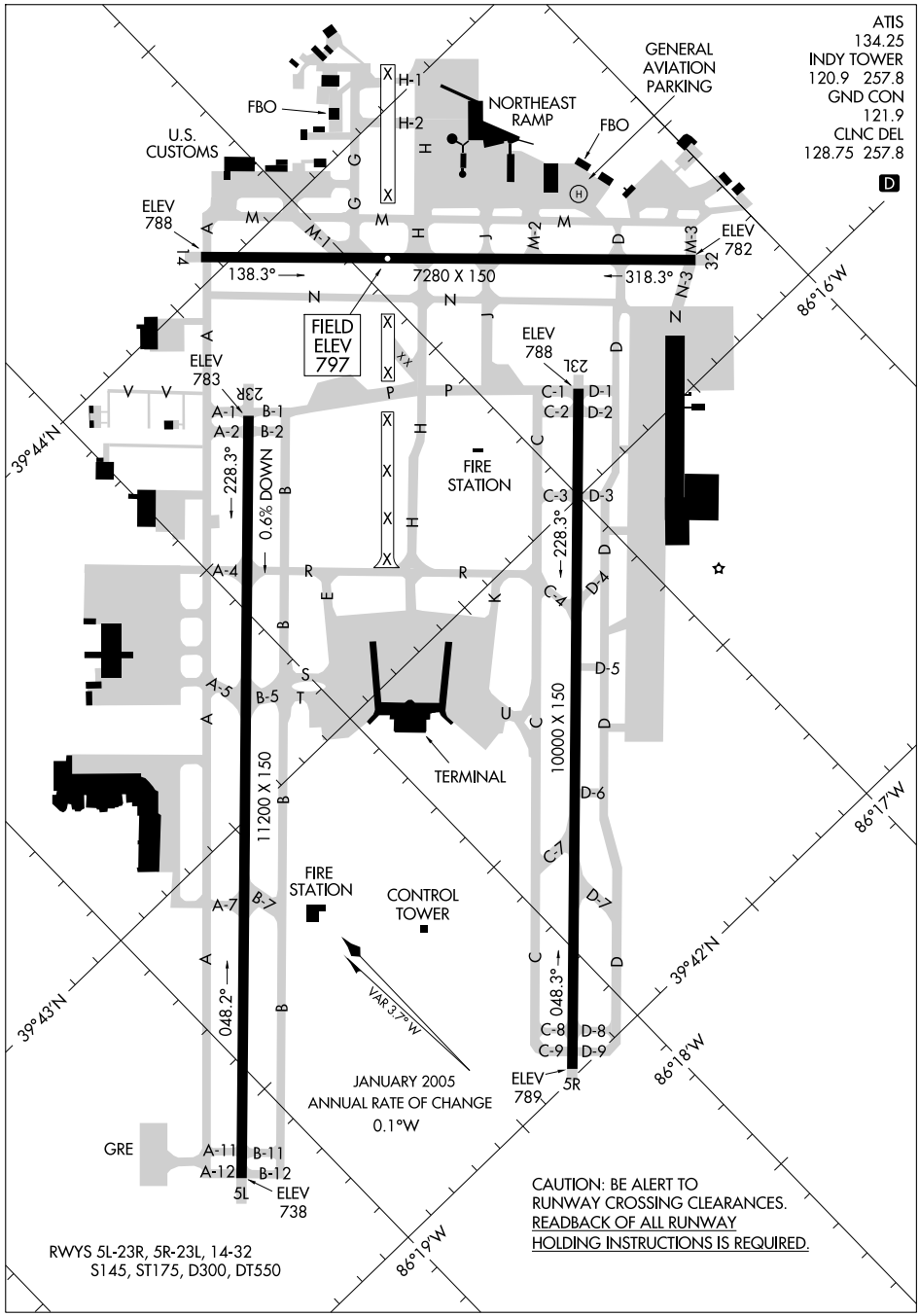
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

EC-2, 14 JAN 2010 to 11 FEB 2010

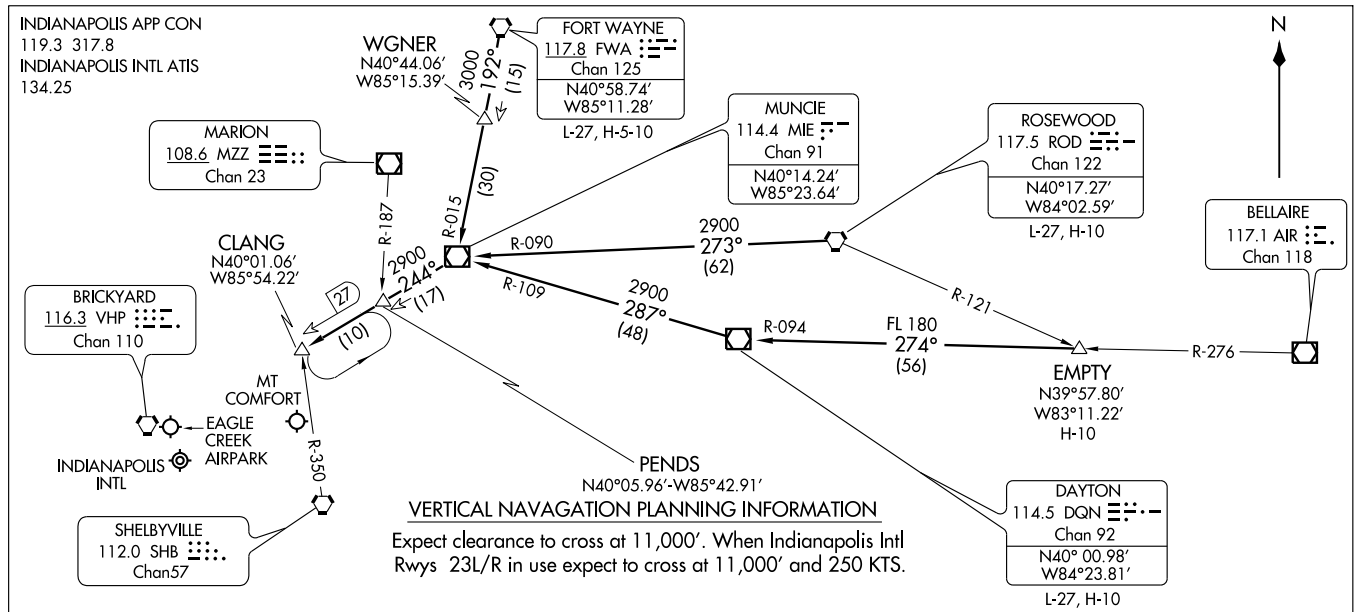
AIRPORT DIAGRAM

AL-203 (FAA)

INDIANAPOLIS INTL (IND)
INDIANAPOLIS, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

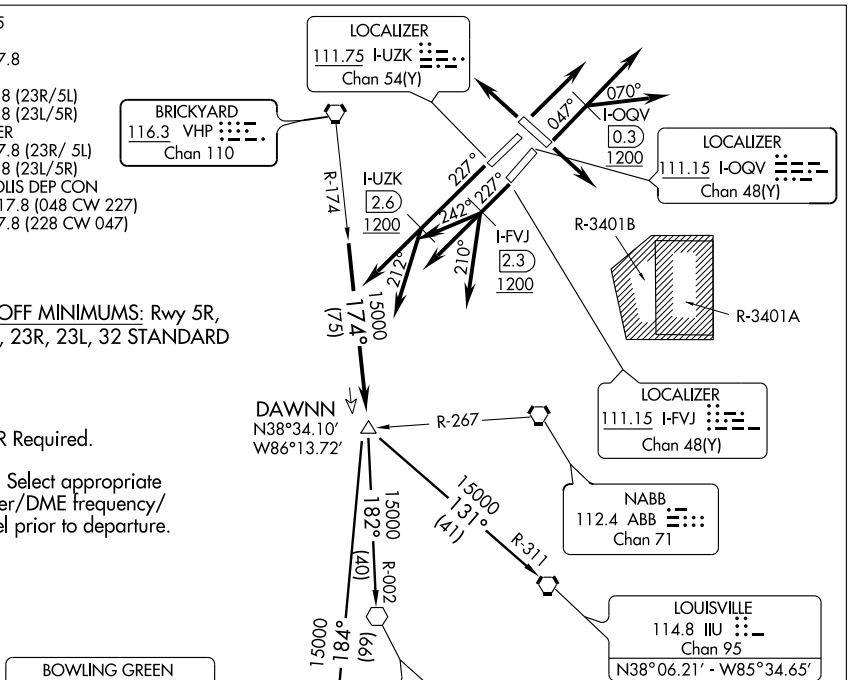
DAWNN THREE DEPARTURE

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.8 257.8 (23R/5L)
121.9 257.8 (23L/5R)
INDY TOWER
127.82 257.8 (23R/ 5L)
120.9 257.8 (23L/5R)
INDIANAPOLIS DEP CON
124.95 317.8 (048 CW 227)
119.05 317.8 (228 CW 047)

TAKE-OFF MINIMUMS: Rwy 5R, 5L, 14, 23R, 23L, 32 STANDARD

RADAR Required.

NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-174 to DAWNN INT then via transition or assigned route. Expect cleareance to requested altitude ten minutes after departure.

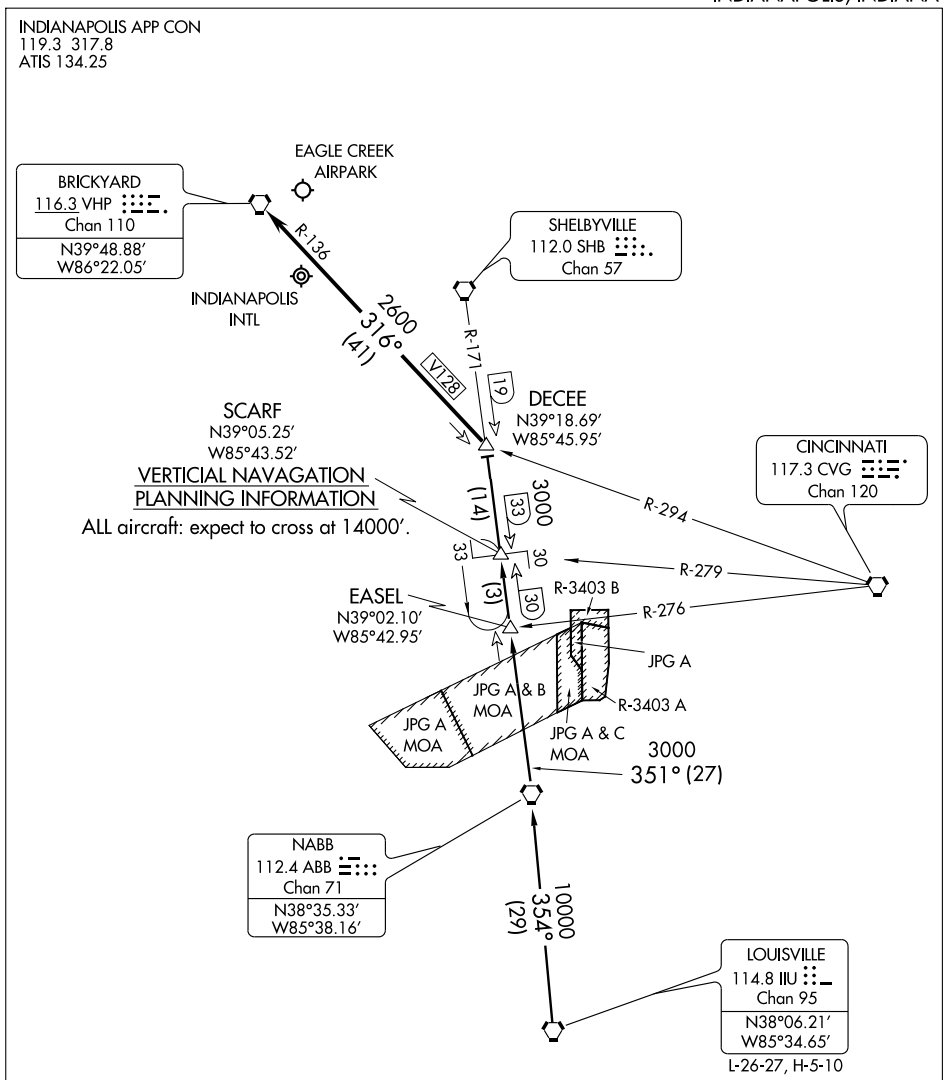
BOWLING GREEN TRANSITION (DAWNN3.BWG): Via BWG R-004 to BWG VORTAC.
LOUISVILLE TRANSITION (DAWNN3.IIU): Via IIU R-311 to IIU VORTAC.
MYSTIC TRANSITION (DAWNN3.MYS): Via MYS R-002 to MYS VOR.

EC-2, 14 JAN 2010 to 11 FEB 2010

DECEE FOUR ARRIVAL

INDIANAPOLIS, INDIANA

INDIANAPOLIS APP CON
119.3 317.8
ATIS 134.25



NOTE: Chart not to scale.

LOUISVILLE TRANSITION (IIU.DECEE4): From over IIU VORTAC via IIU R-354 to ABB VORTAC, then via ABB R-351 and SHB R-171 to DECEE INT.

. . . . From over DECEE INT, via VHP R-136 to VHP VORTAC, expect radar vectors to final approach course after DECEE.

LOC/DME I-IND	APP CRS	Rwy ldg 11200
111.75	047°	TDZE 748
Chan 54 (Y)		Apt Elev 797

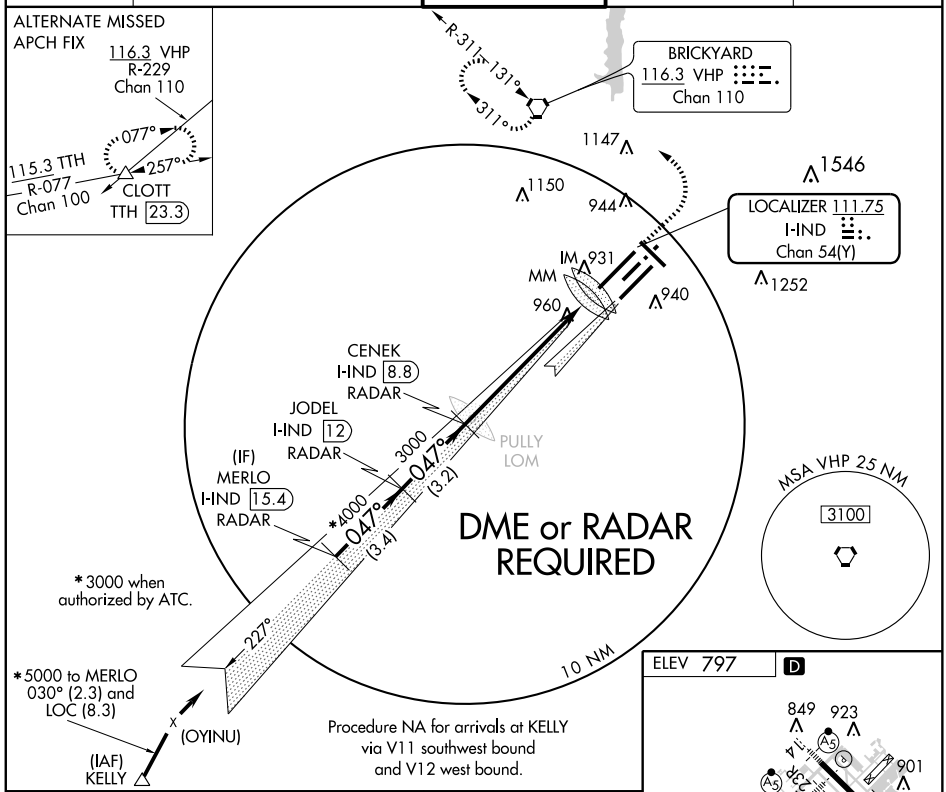
ILS or LOC RWY 5L
INDIANAPOLIS INTL (IND)

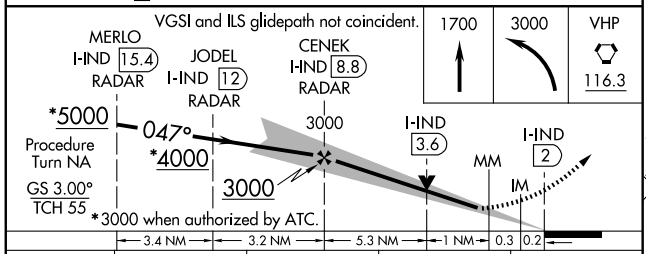
Simultaneous approach authorized with Rwy 5R.

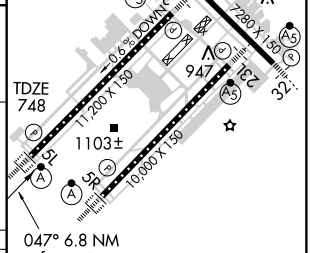
ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

CATEGORY	A	B	C	D
S-ILS 5L	948/18 200 (200-½)			
S-LOC 5L	1300/24 552 (600-½)		1300/50 552 (600-1)	1300/60 552 (600-1¼)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OQV	APP CRS	Rwy ldg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

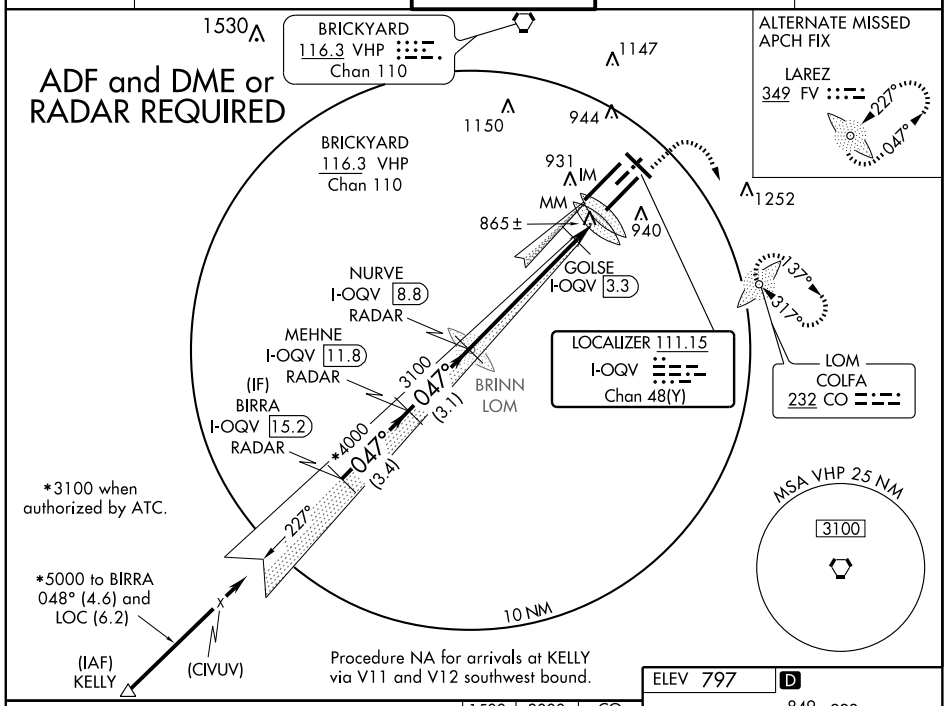
ILS or LOC RWY 5R
INDIANAPOLIS INTL (IND)

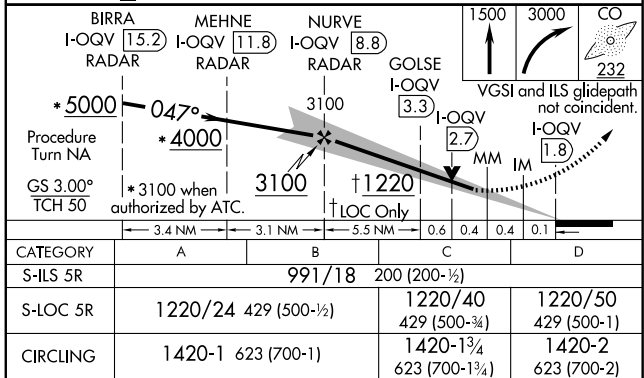
Simultaneous approach authorized with Rwy 5L.
For inoperative ALSF increase GOLSE Fix Minimums
S-LOC 5R Cat D visibility to RVR 5000. ADF REQUIRED.

ALSF-2

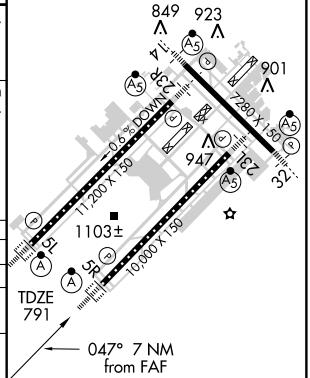
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
S-ILS 5R	991/18 200 (200-½)			
S-LOC 5R	1220/24 429 (500-½)		1220/40 429 (500-¾)	1220/50 429 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)
GOLSE FIX MINIMUMS				
S-LOC 5R	1120/24 329 (400-½)			1120/40 329 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)



FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-BJP	APP CRS	Rwy ldg	7280
110.5	137°	TDZE	796
		Apt Elev	797

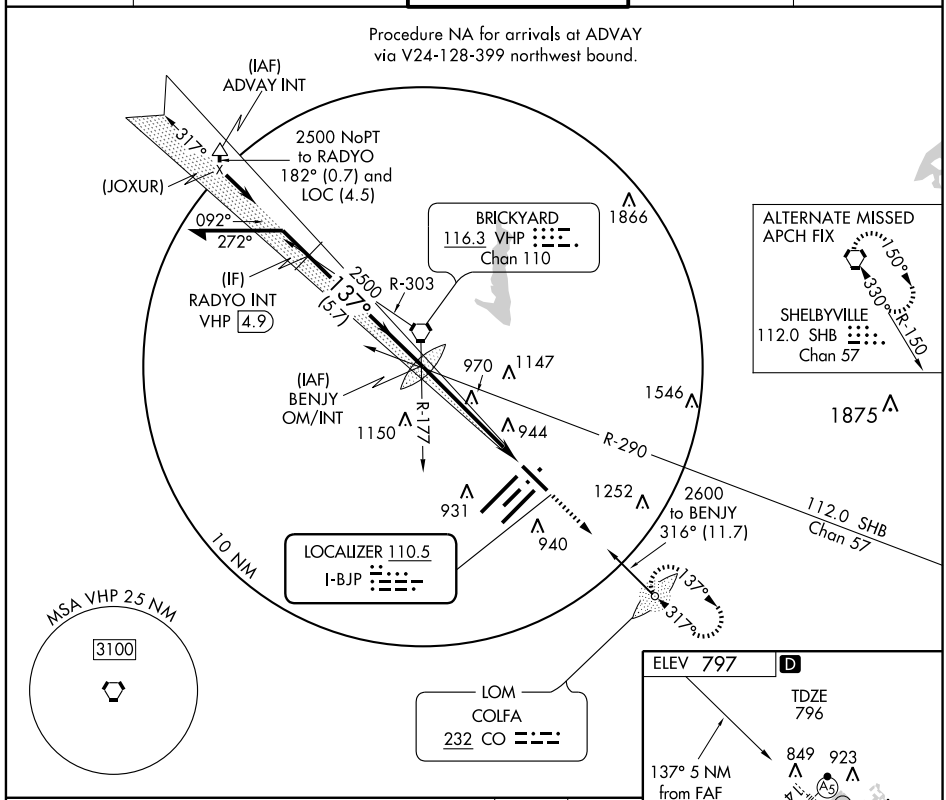
ILS or LOC RWY 14
INDIANAPOLIS INTL (IND)

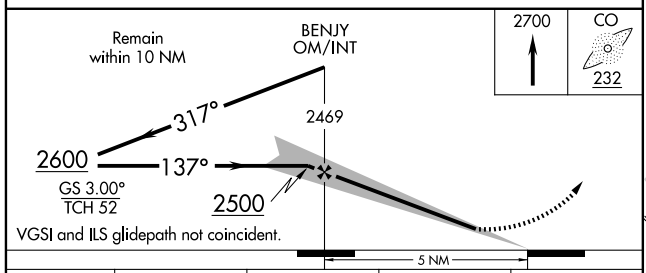
ADF REQUIRED
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

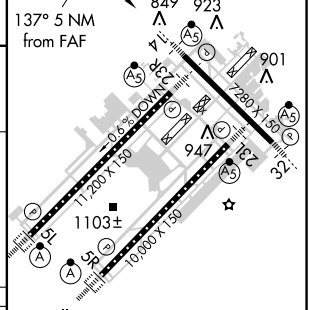
MISSED APPROACH: Climb to 2700 direct CO LOM and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





VGSI and ILS glidepath not coincident.



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

CATEGORY	A	B	C	D
S-ILS 14	* 996/24 200 (200-½)			
S-LOC 14	1220/24 424 (500-½)		1220/40 424 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-FVJ 111.15 Chan 48 (Y)	APP CRS 227°	Rwy ldg 10000 TDZE 790 Apt Elev 797

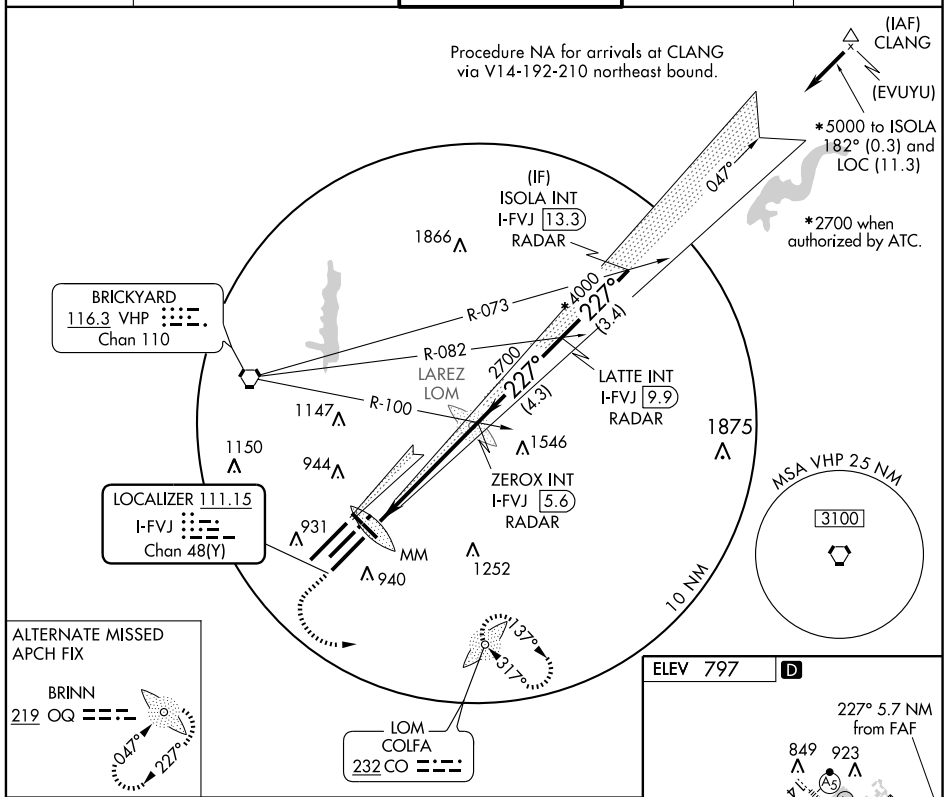
ILS or LOC RWY 23L
INDIANAPOLIS INTL (IND)

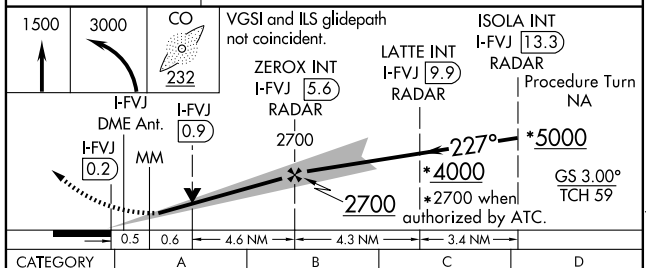
ADF REQUIRED
Simultaneous approach authorized with Rwy 23R.

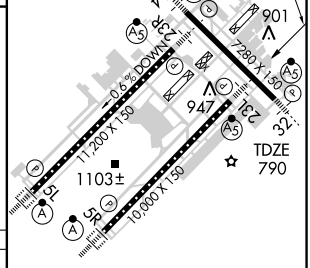
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
S-ILS 23L	1042/24 252 (300-½)			
S-LOC 23L	1200/24 410 (500-½)		1200/40 410 (500-¾)	
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-UZK	APP CRS	Rwy ldg 11200
111.75	227°	TDZE 783
Chan 54 (Y)		Apt Elev 797

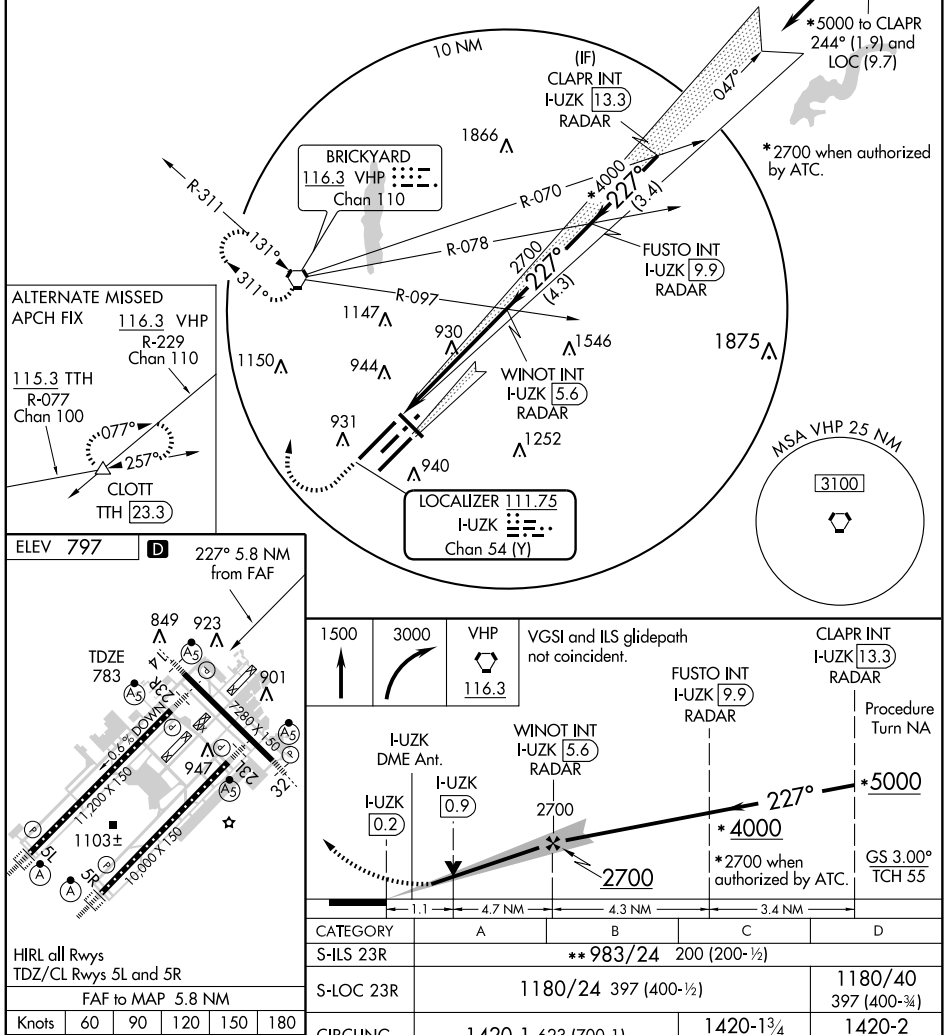
ILS or LOC RWY 23R
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 23L.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:45	3:50	2:52	2:18	1:55

CATEGORY	A	B	C	D
S-ILS 23R	**983/24 200 (200-½)			
S-LOC 23R	1180/24 397 (400-½)			1180/40 397 (400-¾)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-COA	APP CRS	Rwy ldg	7280
110.5	317°	TDZE	792
		Apt Elev	797

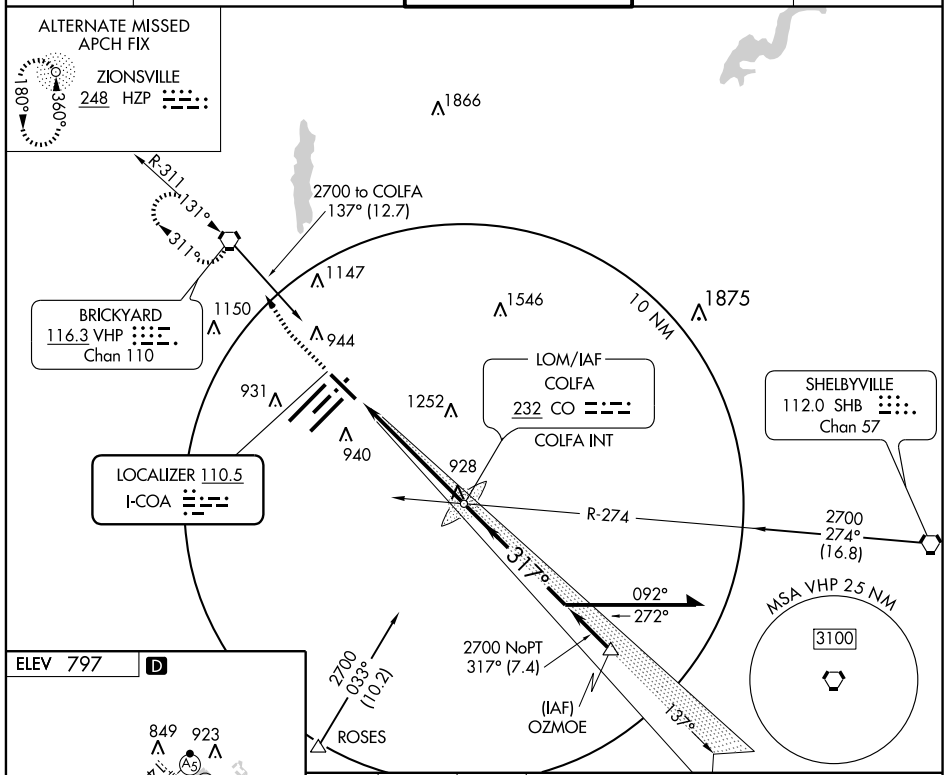
ILS or LOC RWY 32
INDIANAPOLIS INTL (IND)

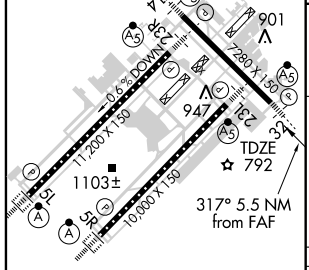
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct VHP VORTAC and hold, continue climb-in-hold to 3000.

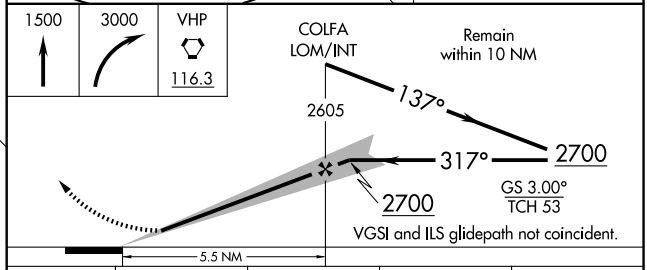
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





HIRL all Rwys
TDZ/CL Rwys 5L and 5R

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 32	* 992/24 200 (200-½)			
S-LOC 32	1240/24 448 (500-½)		1240/40 448 (500-¾)	1240/50 448 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

LOC/DME I-IND 111.75 Chan 54 (Y)	APP CRS 047°	Rwy ldg 11200 TDZE 748 Apt Elev 797

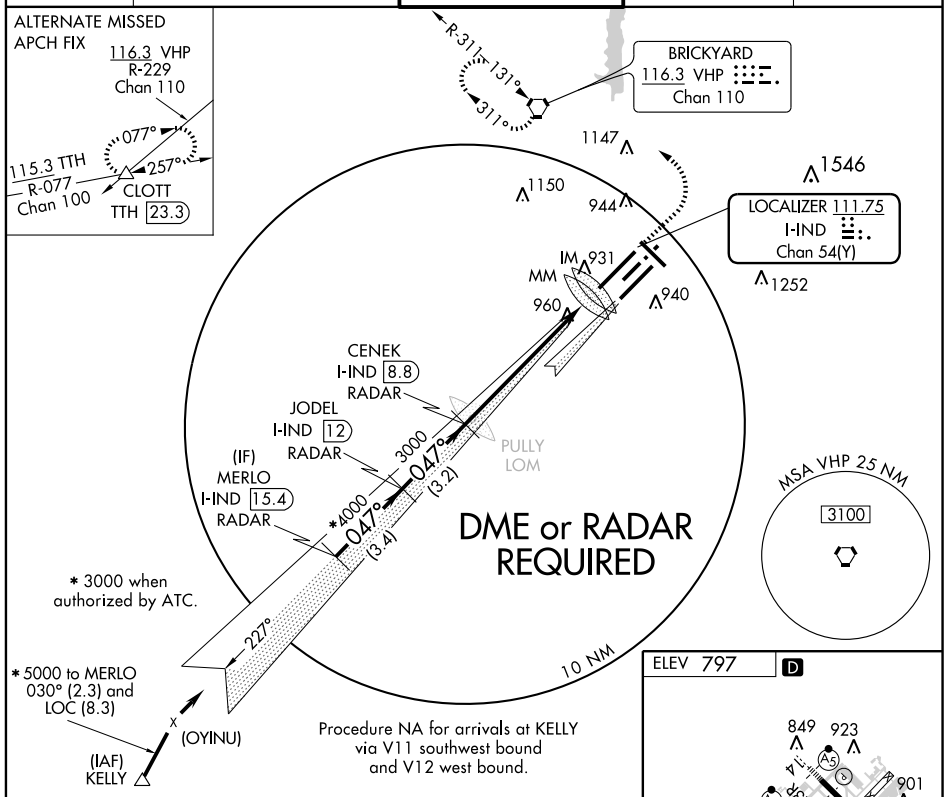
ILS RWY 5L (CAT II)
INDIANAPOLIS INTL (IND)

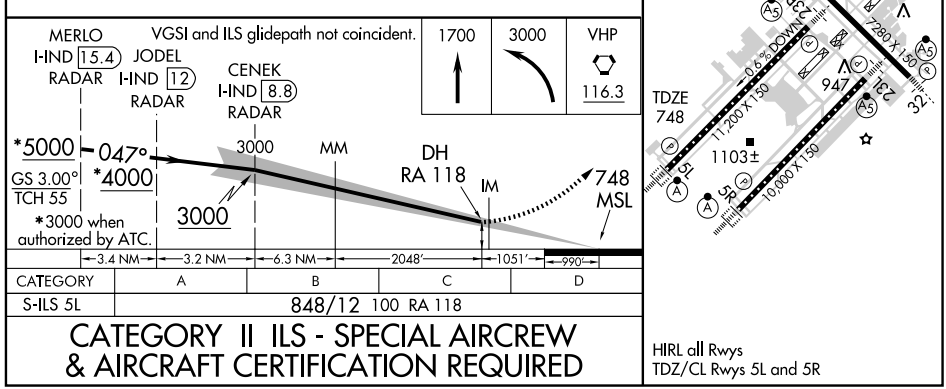
Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-IND 111.75 Chan 54 (Y)	APP CRS 047°	Rwy ldg 11200 TDZE 748 Apt Elev 797

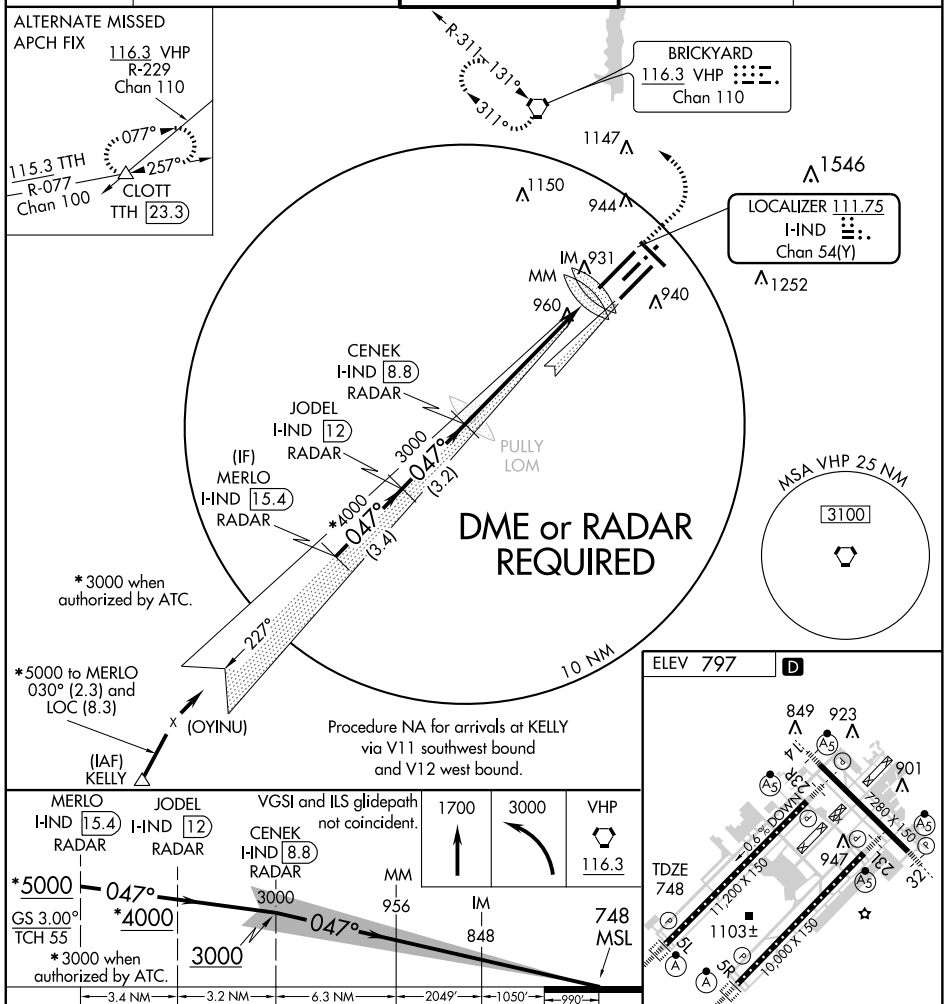
ILS RWY 5L (CAT III)
INDIANAPOLIS INTL (IND)

Simultaneous approach authorized with Rwy 5R.

ALSF-2

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct VHP VORTAC and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



CATEGORY	A	B	C	D
S-ILS 5L	CAT IIIA RVR 07			
S-ILS 5L	CAT IIIB RVR 06			
S-ILS 5L	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OQV	APP CRS	Rwy ldg 10000
111.15	047°	TDZE 791
Chan 48 (Y)		Apt Elev 797

ILS RWY 5R (CAT II)

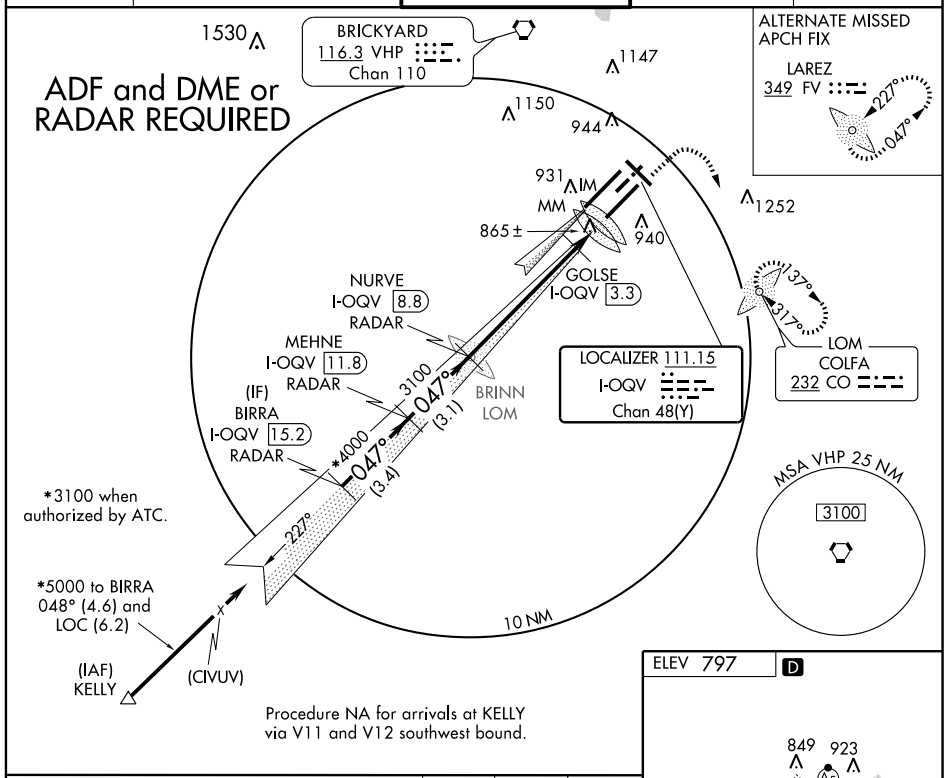
INDIANAPOLIS INTL (IND)

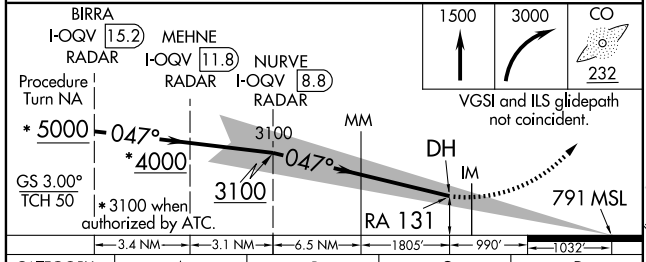
Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

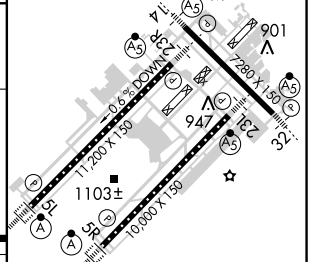
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
S-ILS 5R	891/12 100 RA 131			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC/DME I-OQV	APP CRS	Rwy ldg	10000
111.15	047°	TDZE	791
Chan 48 (Y)		Apt Elev	797

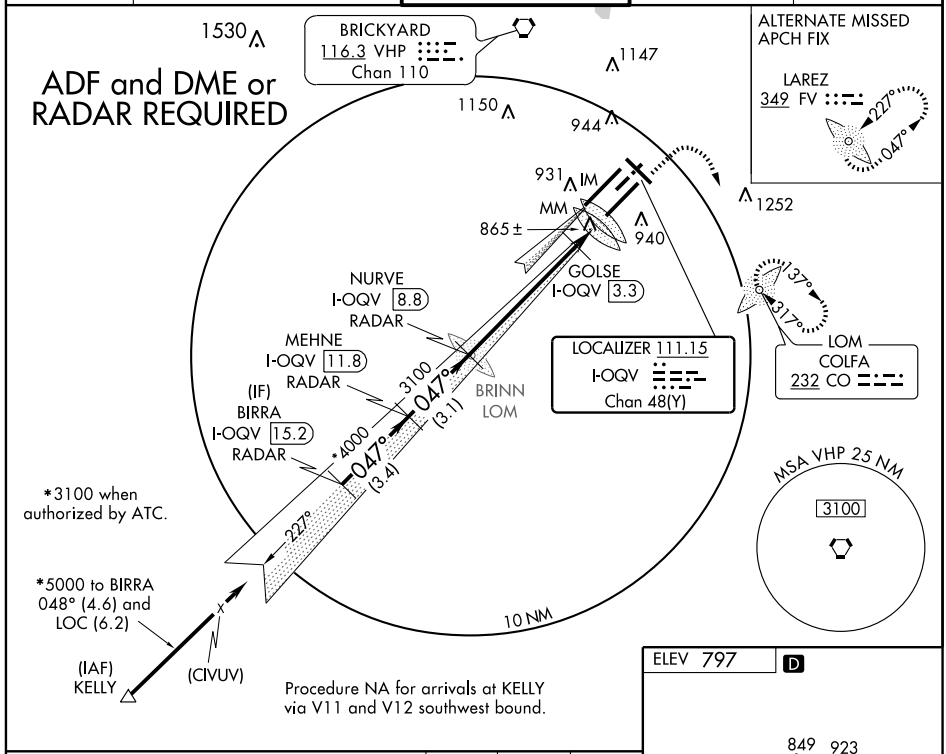
ILS RWY 5R (CAT III)
INDIANAPOLIS INTL (IND)

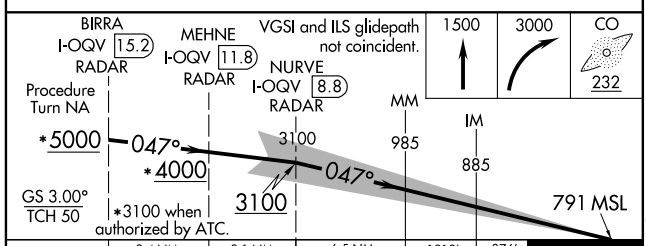
Simultaneous approach authorized with Rwy 5L.
ADF REQUIRED.

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct COLFA LOM and hold, continue climb-in-hold to 3000.

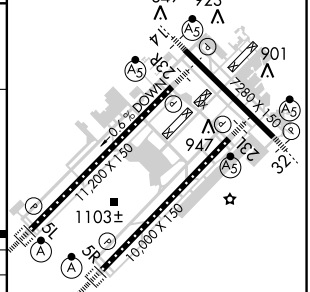
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
S-ILS 5R	CAT IIIA RVR 07			
S-ILS 5R	CAT IIIB RVR 06			
S-ILS 5R	CAT IIIC NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

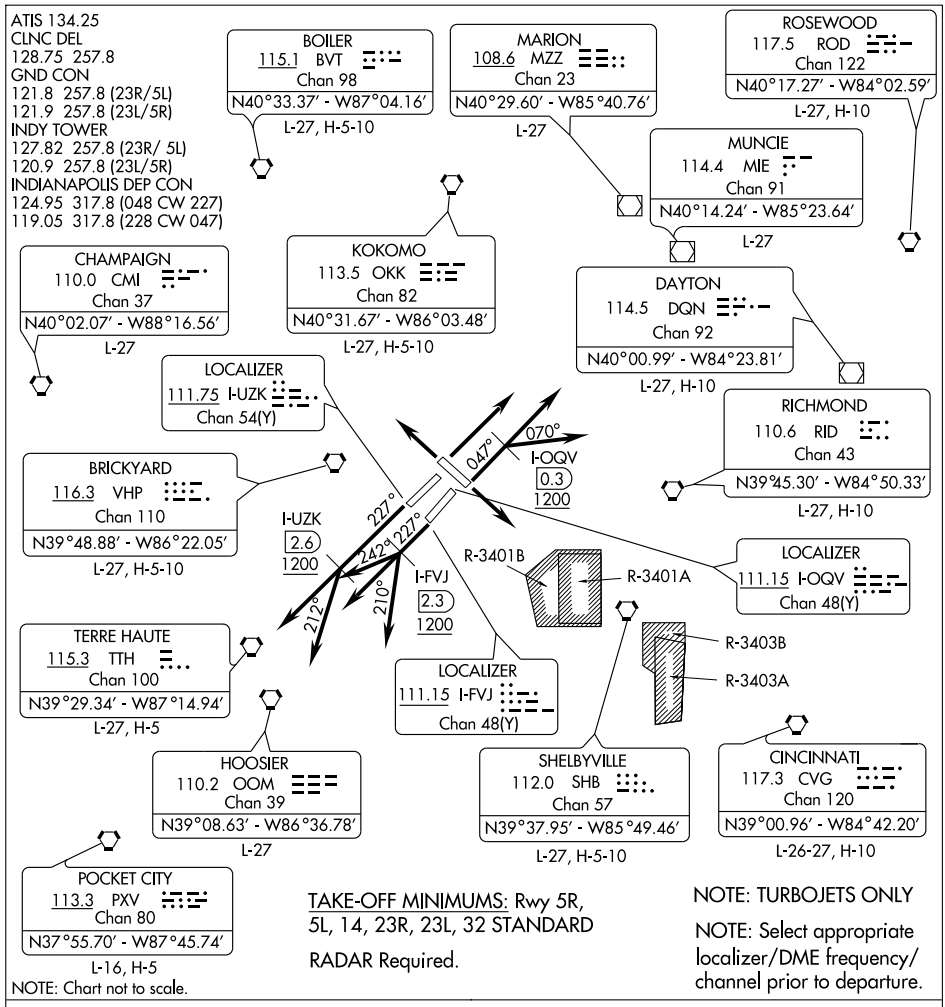


HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

INDY TWO DEPARTURE

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.8 257.8 (23R/5L)
121.9 257.8 (23L/5R)
INDY TOWER
127.82 257.8 (23R/ 5L)
120.9 257.8 (23L/5R)
INDIANAPOLIS DEP CON
124.95 317.8 (048 CW 227)
119.05 317.8 (228 CW 047)



NOTE: Chart not to scale.

TAKE-OFF MINIMUMS: Rwy 5R, 5L, 14, 23R, 23L, 32 STANDARD

RADAR Required.

NOTE: TURBOJETS ONLY

NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R: Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

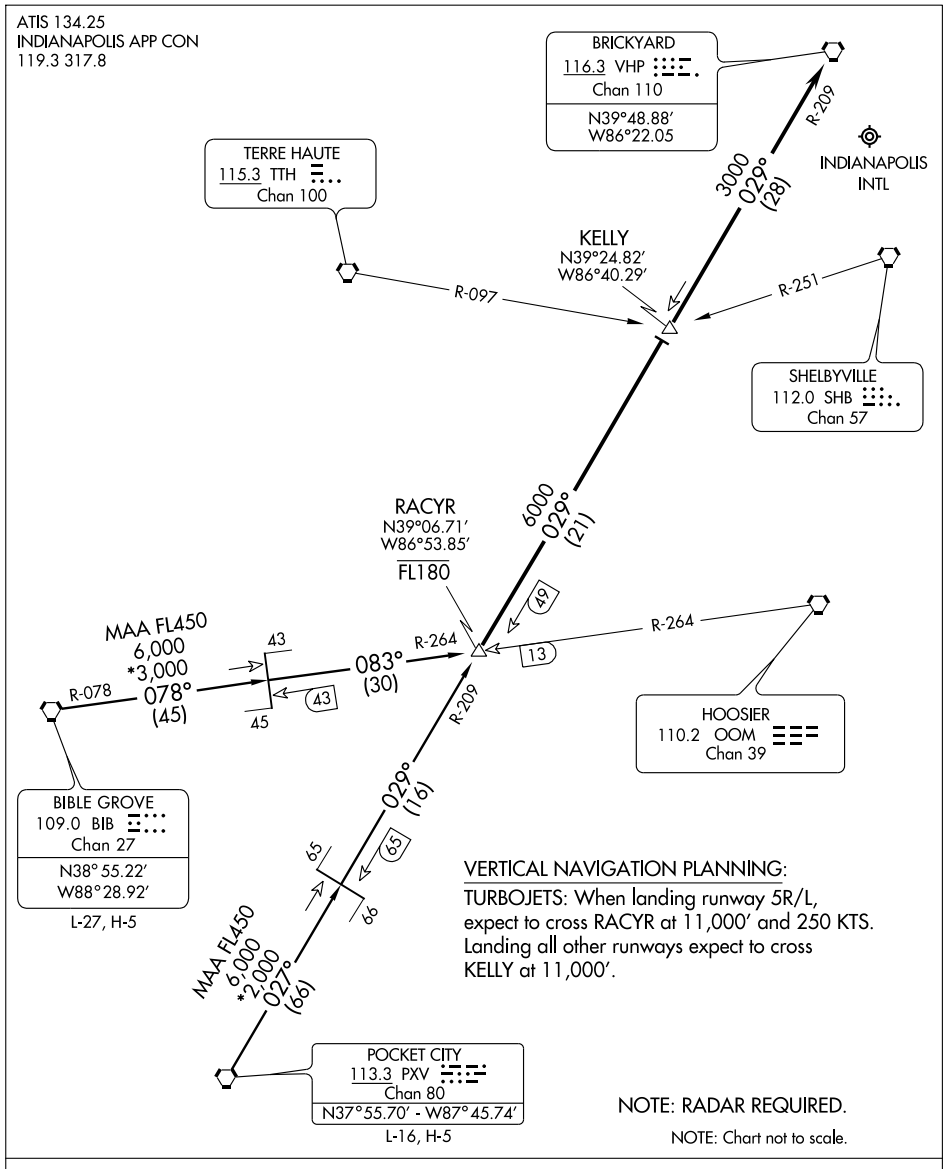
TAKE-OFF RWY 23L: Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210° , 227° , or 242° . Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 5R: Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS: Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to assigned route/fix. Expect clearance to requested altitude ten minutes after departure.

RACYR ONE ARRIVAL

INDIANAPOLIS, INDIANA



BIBLE GROVE TRANSITION (BIB.RACYR1): From over BIB VORTAC via BIB R-078/ OOM R-264 to RACYR INT. Thence....

POCKET CITY TRANSITION (PXV.RACYR1): From over PXV VORTAC via PXV R-027/ VHP R-209 to RACYR INT. Thence....

....From over RACYR INT, via VHP R-209 (MEA 6000) to KELLY INT, thence via VHP R-209 (MEA 3000) to VHP VORTAC. Expect radar vectors to final approach course.

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 45706 W05A	APP CRS 046°	Rwy ldg 11200 TDZE 748 Apt Elev 797

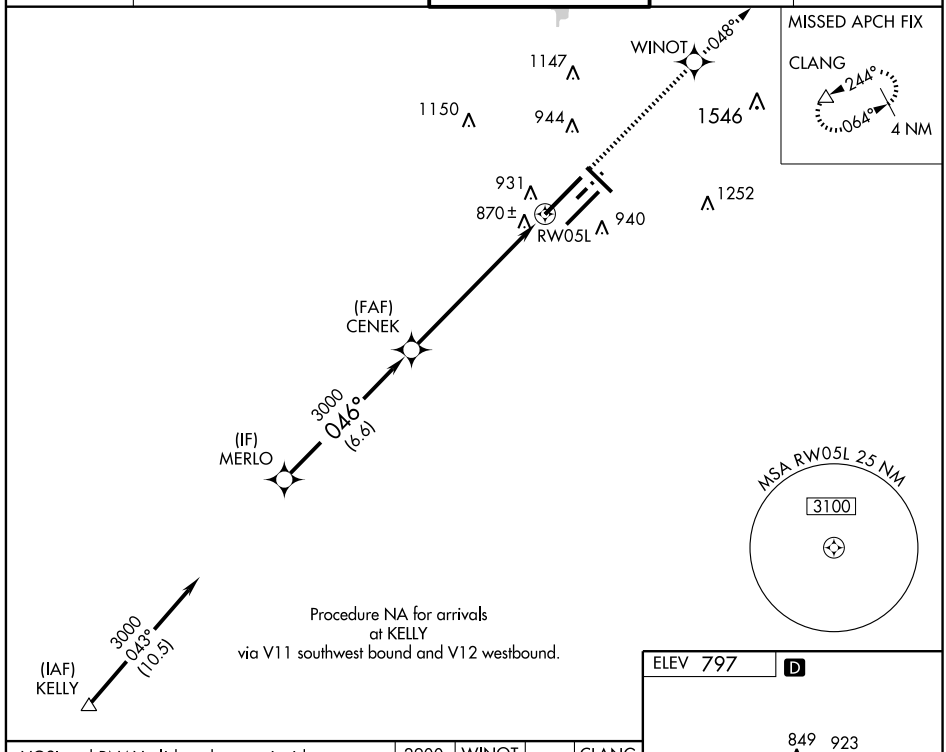
RNAV (GPS) Y RWY 5L
INDIANAPOLIS INTL (IND)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

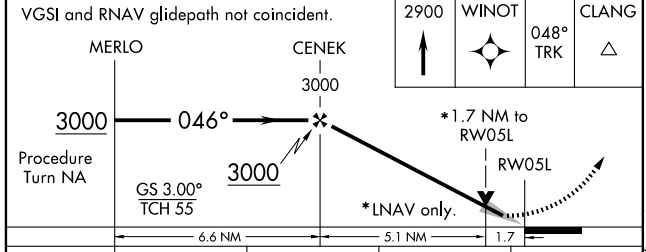
MISSED APPROACH: Climb to 2900 direct WINOT and via 048° track to CLANG and hold.

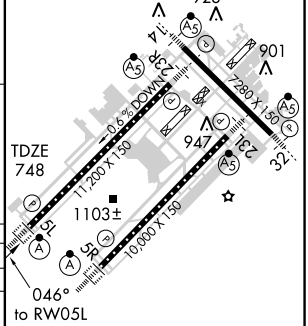
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



VGSI and RNAV glidepath not coincident.

2900	WINOT	048° TRK	CLANG





CATEGORY	A	B	C	D
LPV DA	1104/40 356 (400-¾)			
LNAV/VNAV DA	1283-1½ 535 (500-1½)			
LNAV MDA	1360/24 612 (600-½)		1360/60 612 (600-1¼)	1360-1½ 612 (600-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50306 W05B	APP CRS 046°	Rwy ldg 10000 TDZE 791 Apt Elev 797

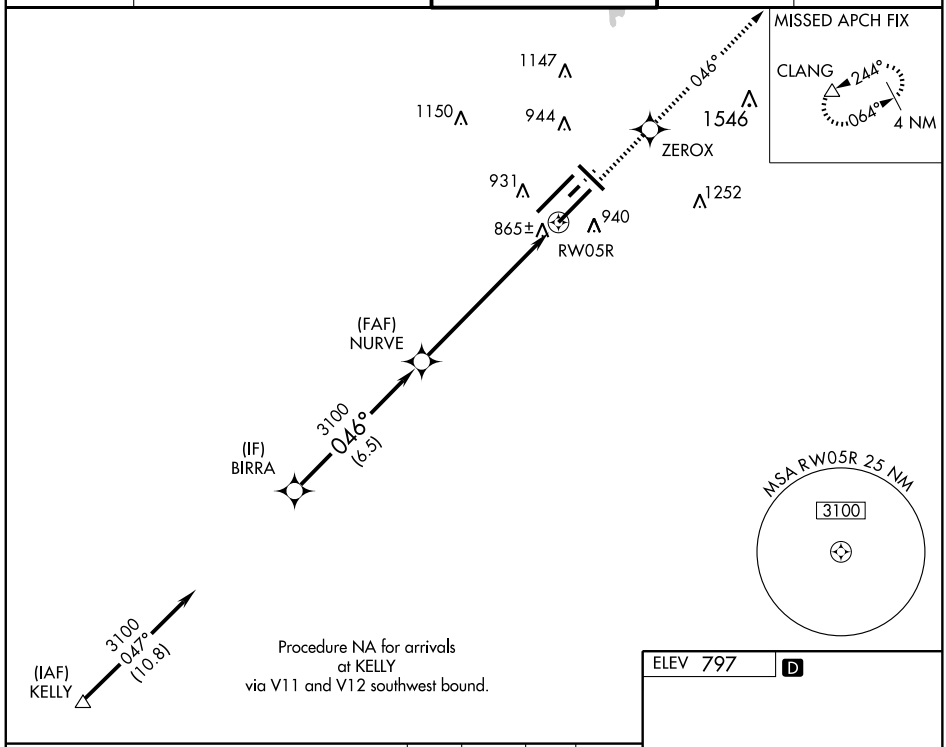
RNAV (GPS) Y RWY 5R
INDIANAPOLIS INTL (IND)

For inoperative ALSF, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

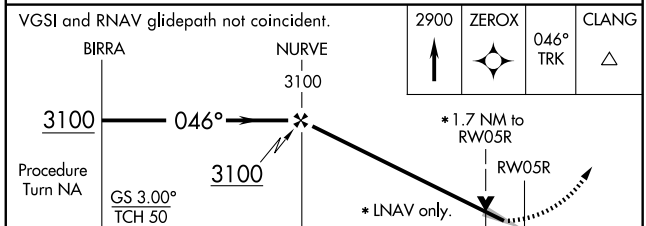
MISSED APPROACH: Climb to 2900 direct ZEROX and via 046° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



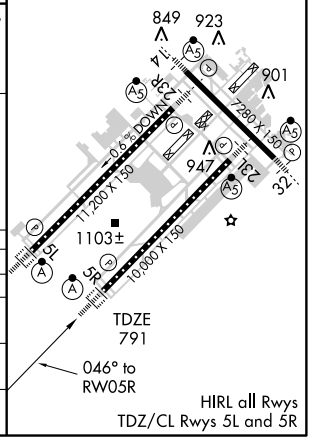
Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	1137/40 346 (400-¾)			
LNAV/VNAV DA	1220/50 429 (500-1)			
LNAV MDA	1400/24 609 (700-½)		1400/60 609 (700-1¼)	1400-1½ 609 (700-1½)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 42602 W14A	APP CRS 137°	Rwy ldg 7280 TDZE 796 Apt Elev 797

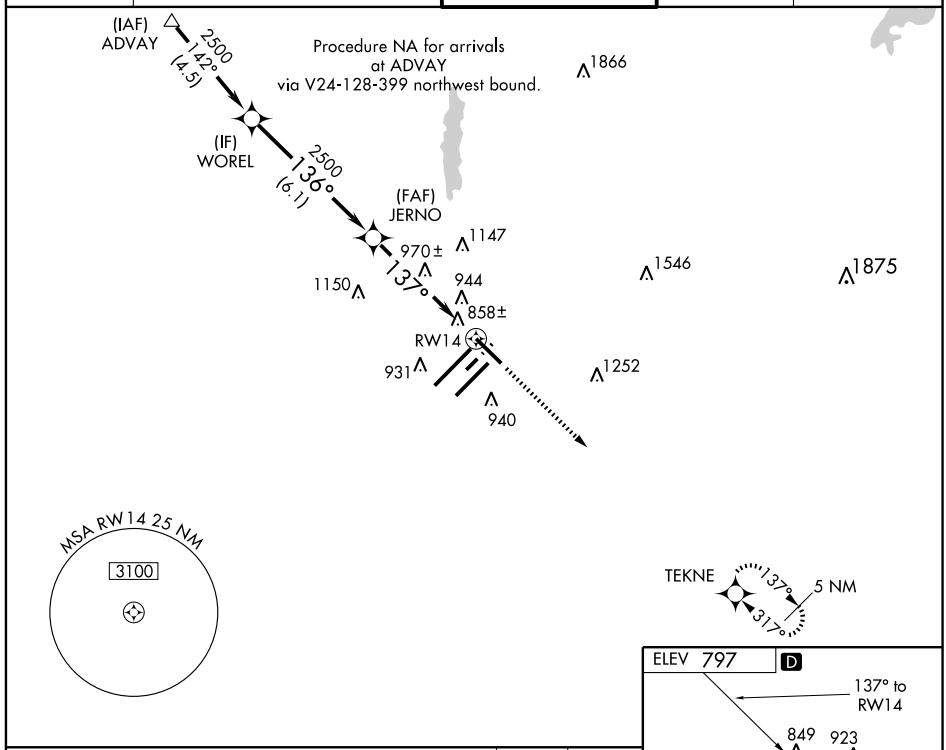
RNAV (GPS) Y RWY 14
INDIANAPOLIS INTL (IND)

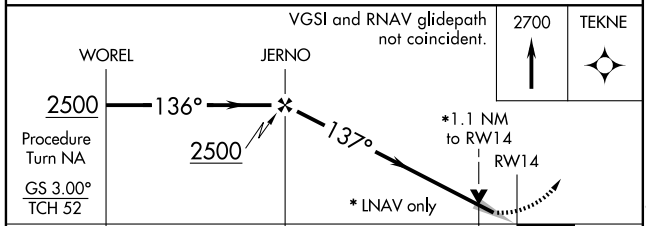
For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

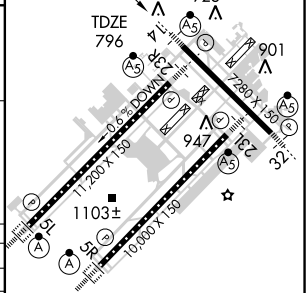
MALSR

MISSED APPROACH: Climb to 2700 direct TEKNE and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
LPV DA	1046/24 250 (300-½)			
LNAV/VNAV DA	1230/50 434 (500-1)			
LNAV MDA	1220/24 424 (500-½)		1220/40 424 (500-¾)	1220/50 424 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 86406 W23A	APP CRS 227°	Rwy ldg 10000 TDZE 790 Apt Elev 797

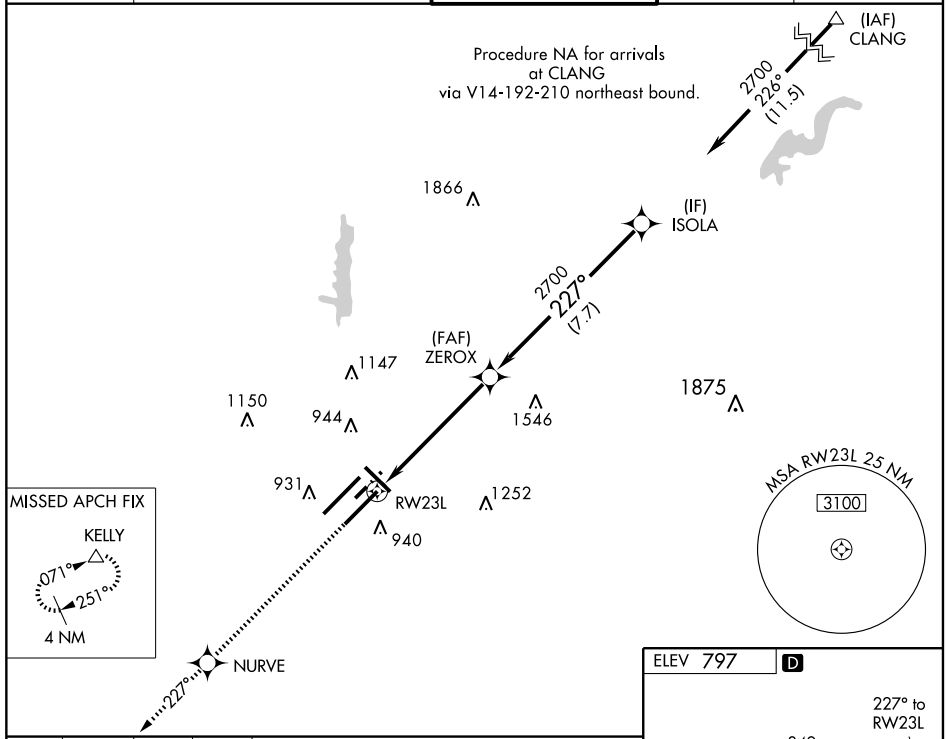
RNAV (GPS) Y RWY 23L
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

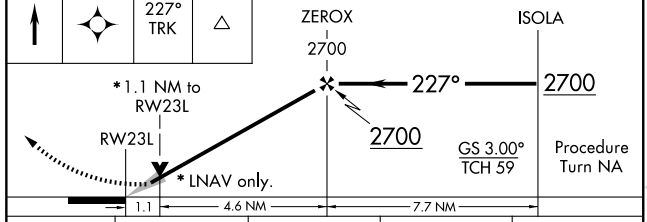
MISSED APPROACH: Climb to 3100 direct NURVE and via 227° track to KELLY and hold.

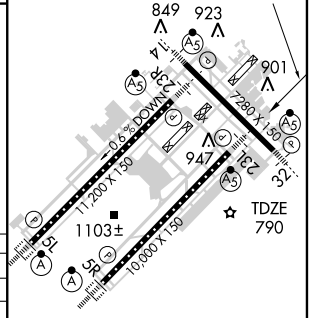
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



3100	NURVE	227° TRK	KELLY

VGSI and RNAV glidepath not coincident.





HIRL all Rwys
TDZ/CL Rwys 5L and 5R

CATEGORY	A	B	C	D
LPV DA	1093/24 303 (300-½)			
LNAV/VNAV DA	1203/50 413 (500-1)			
LNAV MDA	1220/24 430 (500-½)		1220/40 430 (500-¾)	1220/50 430 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

WAAS CH 77706 W23B	APP CRS 227°	Rwy ldg 11200 TDZE 783 Apt Elev 797

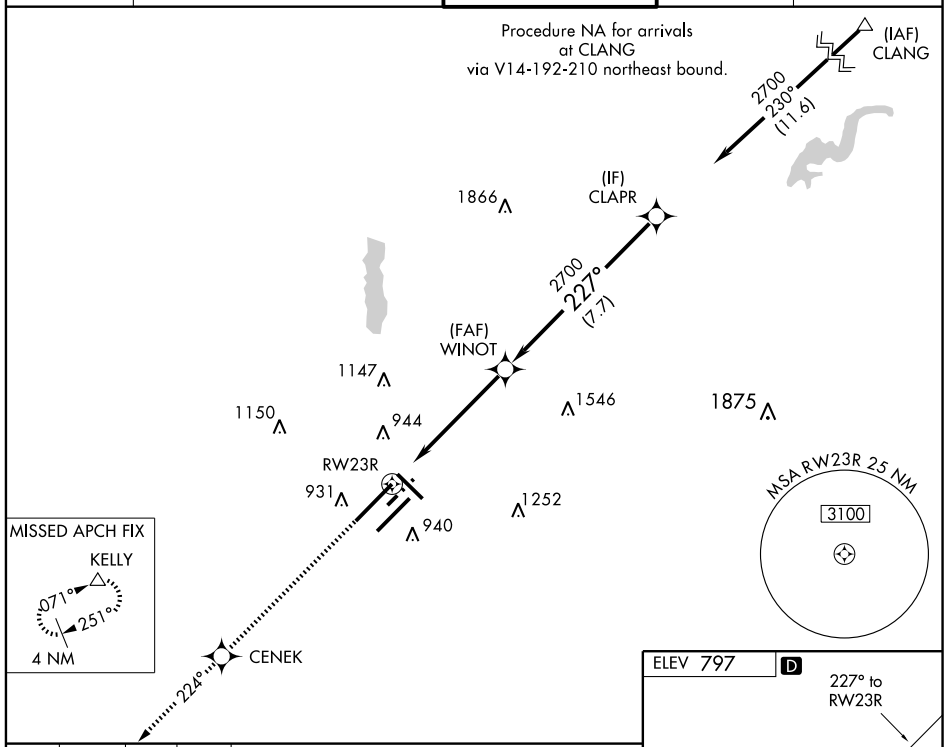
RNAV (GPS) Y RWY 23R
INDIANAPOLIS INTL (IND)

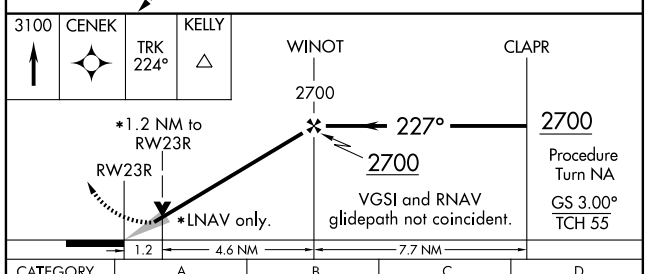
For inoperative MALSR, increase LPV all Cats visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

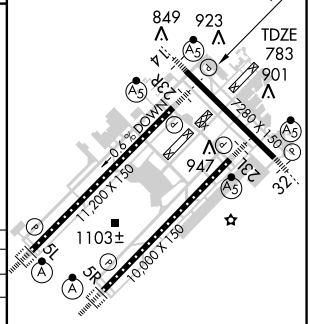
MALSR

MISSED APPROACH: Climb to 3100 direct CENEK and via 224° track to KELLY and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8







CATEGORY	A	B	C	D
LPV DA	1172/40 389 (400-¾)			
LNAV/VNAV DA	1242/50 459 (500-1)			
LNAV MDA	1220/24 437 (500-½)		1220/40 437 (500-¾)	1220/50 437 (500-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 62802 W32A	APP CRS 317°	Rwy ldg 7280 TDZE 792 Apt Elev 797

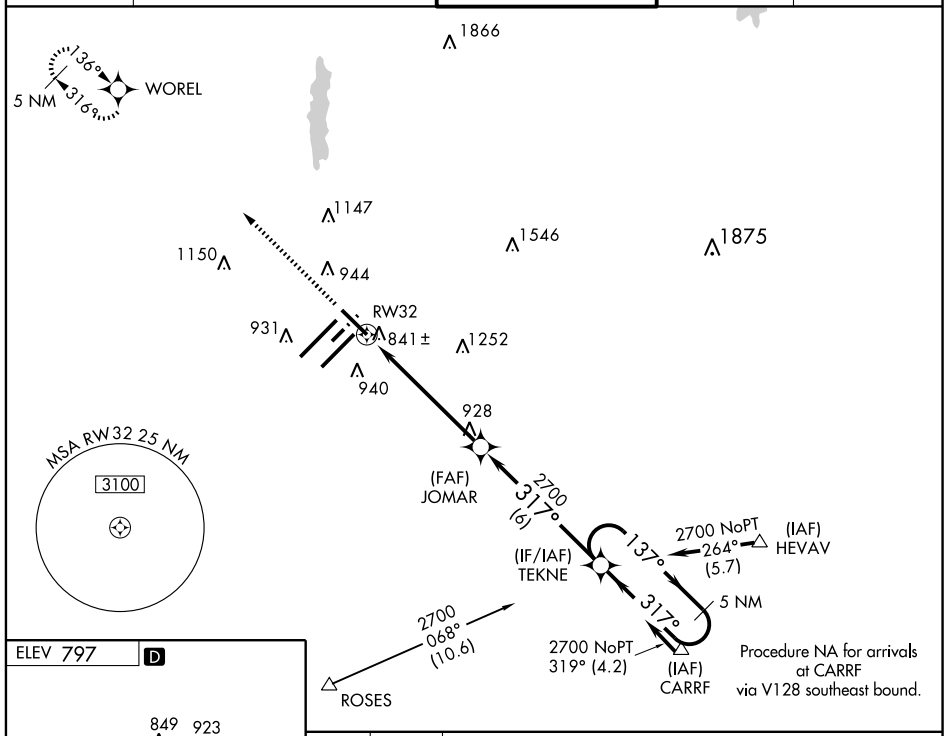
RNAV (GPS) Y RWY 32
INDIANAPOLIS INTL (IND)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

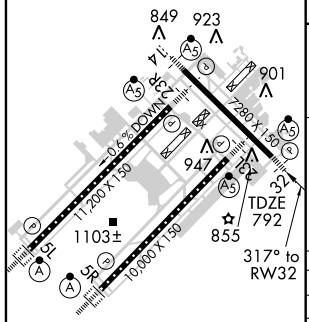
MALSR

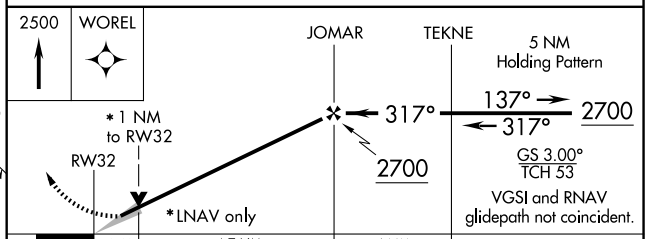
MISSED APPROACH: Climb to 2500 direct WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



ELEV 797 D





CATEGORY	A	B	C	D
LPV DA	1042/24 250 (300-½)			
LNAV/VNAV DA	1275/60 483 (500-1¼)			
LNAV MDA	1180/24 388 (400-½)			1180/50 388 (400-1)
CIRCLING	1420-1 623 (700-1)		1420-1¾ 623 (700-1¾)	1420-2 623 (700-2)

HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	11200
046°	TDZE	748
	Apt Elev	797

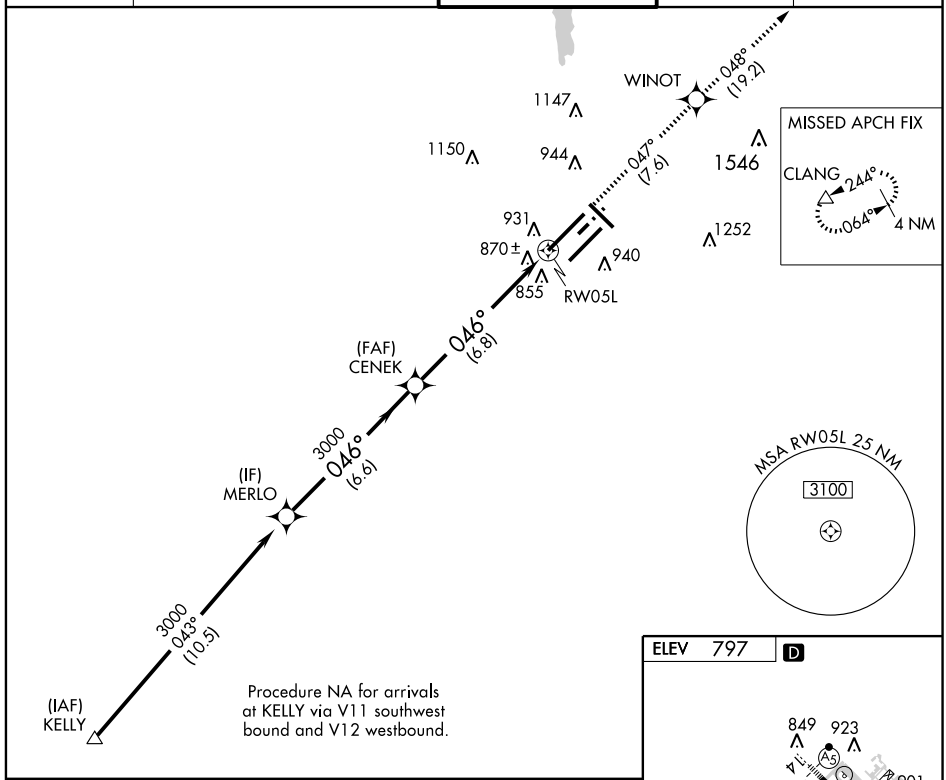
RNAV (RNP) Z RWY 5L
INDIANAPOLIS INTL (IND)

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.15 visibility to RVR 6000, and RNP 0.30 visibility to 1¾ mile.

ALSF-2

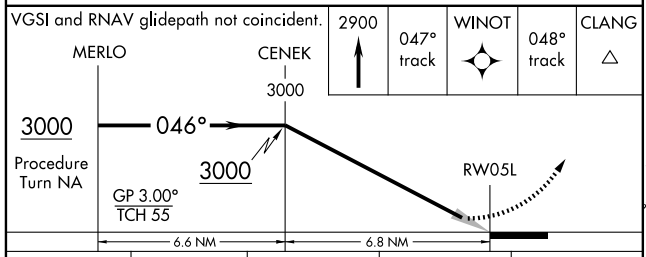
MISSED APPROACH: Climb to 2900 via 047° track to WINOT and 048° track to CLANG and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



VGSI and RNAV glidepath not coincident.

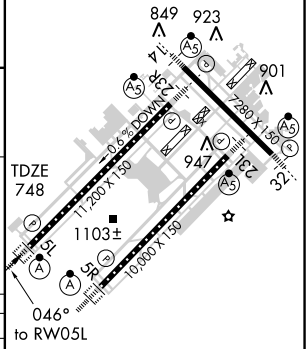
2900	047° track	WINOT	048° track	CLANG



CATEGORY	A	B	C	D
RNP 0.15 DA	1139/50 391 (400-1)			
RNP 0.30 DA	1215/60 467 (500-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	10000
046°	TDZE	791
	Apt Elev	797

RNAV (RNP) Z RWY 5R
INDIANAPOLIS INTL (IND)

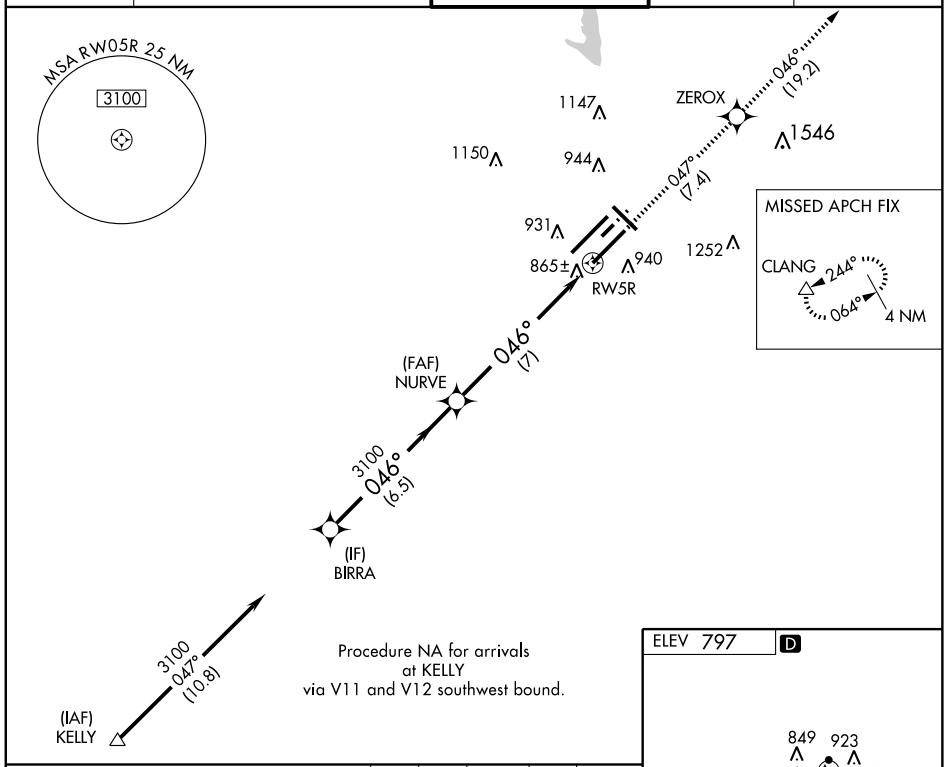
NA

GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase RNP 0.30 and RNP 0.19 visibility to 1½ mile. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 2900 via 047° track to ZEROX and 046° track to CLANG and hold.

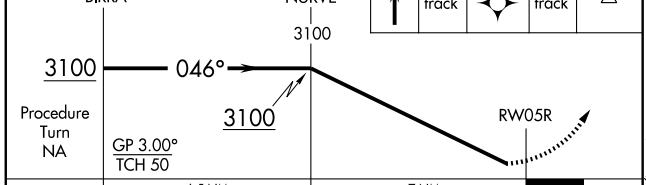
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8



Procedure NA for arrivals at KELLY via V11 and V12 southwest bound.

VGSI and RNAV glidepath not coincident.

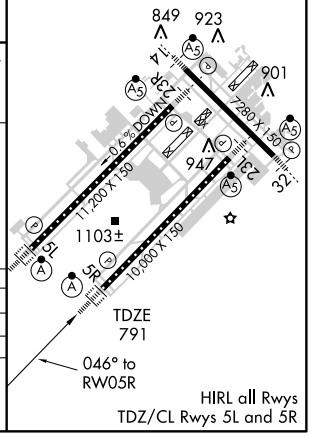
2900	047° track	ZEROX	046° track	CLANG



CATEGORY	A	B	C	D
RNP 0.19 DA	1190/50 399 (400-1)			
RNP 0.30 DA	1219/50 428 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

ELEV 797 D



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

APP CRS	Rwy ldg	7280
137°	TDZE	796
	Apt Elev	797

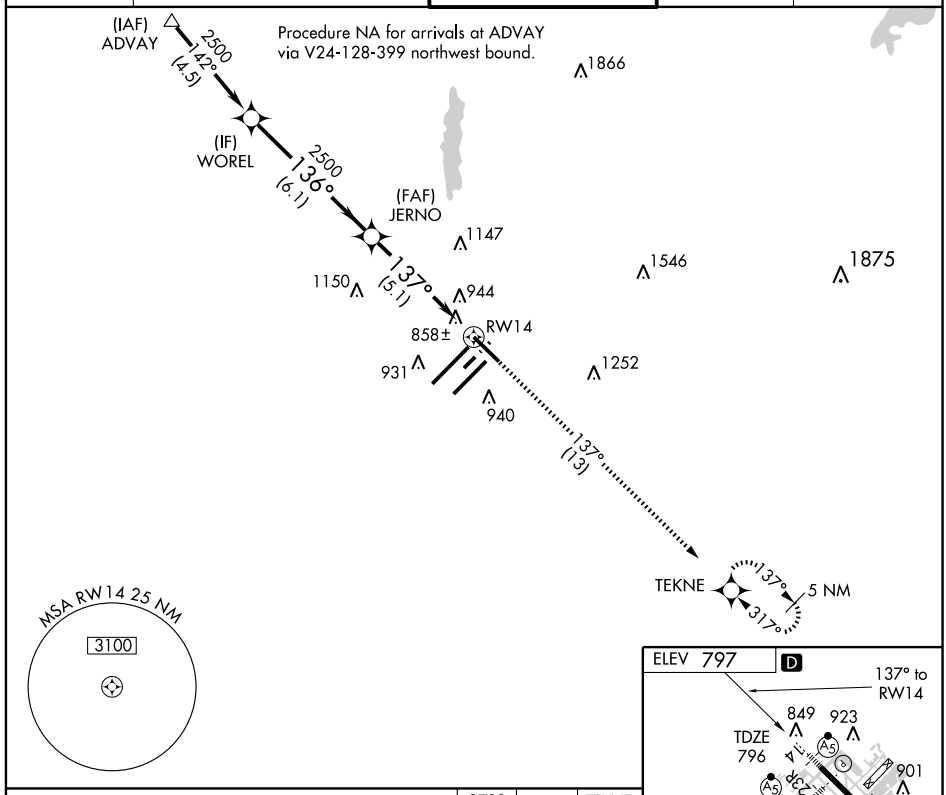
RNAV (RNP) Z RWY 14
INDIANAPOLIS INTL (IND)

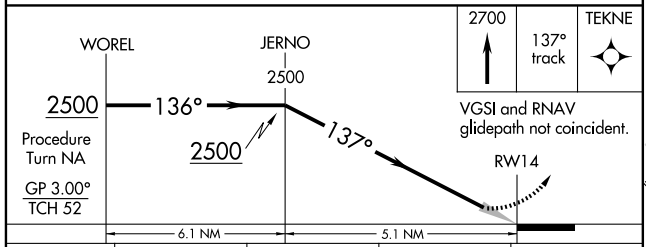
NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.22 visibility to RVR 5000 and RNP 0.30 visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2700 via 137° track to TEKNE and hold.

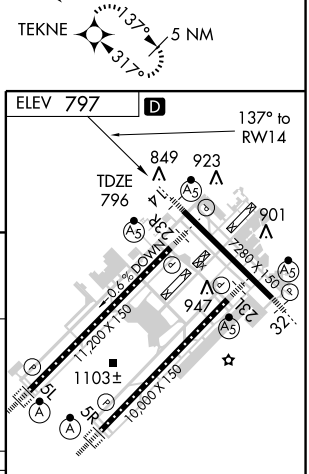
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.22 DA	1093/24 297 (300-½)			
RNP 0.30 DA	1172/40 376 (400-¾)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	10000
227°	TDZE	790
	Apt Elev	797

RNAV (RNP) Z RWY 23L
INDIANAPOLIS INTL (IND)

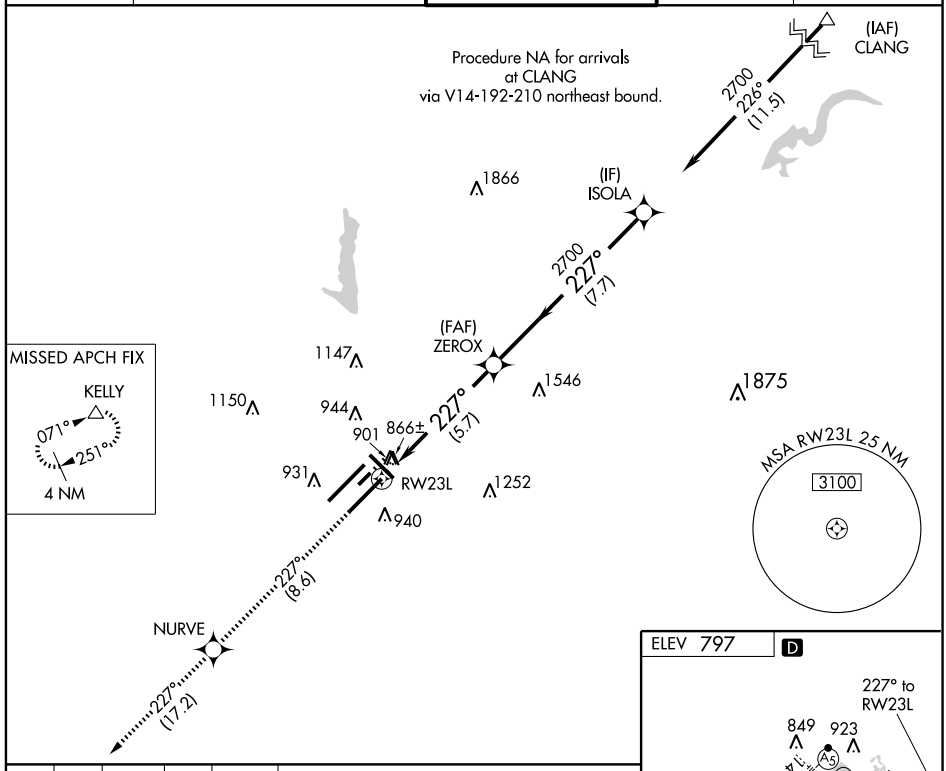
NA

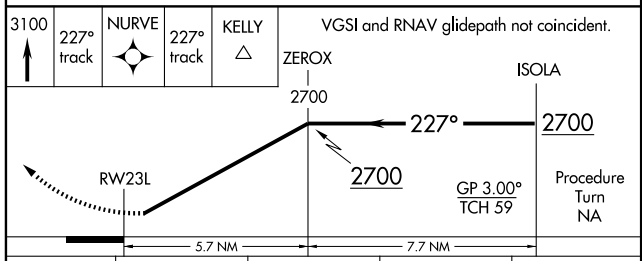
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 and RNP 0.25 all Cats visibility to RVR 6000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to NURVE and 227° track to KELLY and hold.

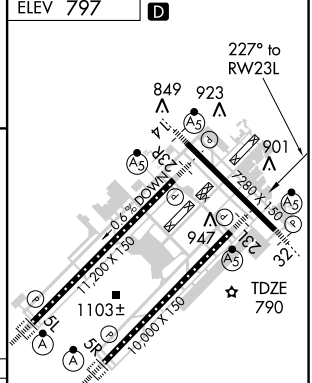
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.25 DA	1168/40	378 (400-3/4)		
RNP 0.30 DA	1182/50	392 (400-1)		

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



HIRL all Rwys
TDZ/CL Rwys 5L and 5R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	11200
227°	TDZE	783
	Apt Elev	797

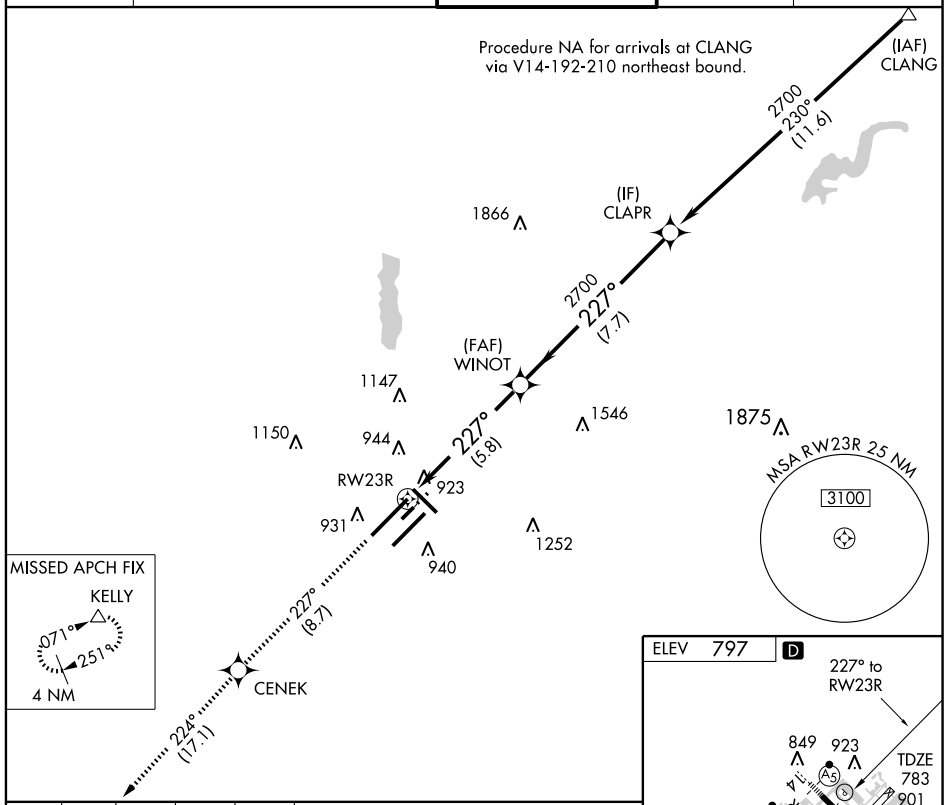
RNAV (RNP) Z RWY 23R
INDIANAPOLIS INTL (IND)

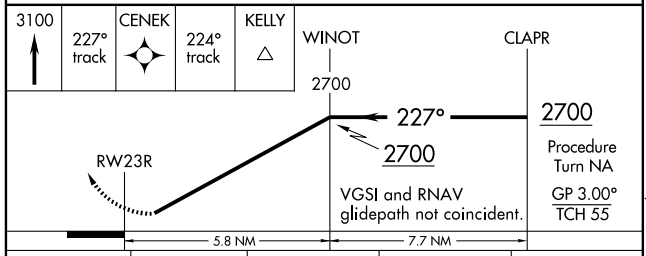
GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 3100 via 227° track to CENEK and via 224° track to KELLY and hold.

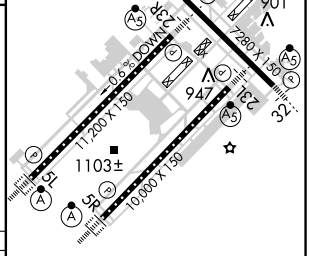
ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





CATEGORY	A	B	C	D
RNP 0.30 DA	1220/50 437 (500-1)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy ldg	7280
317°	TDZE	792
	Apt Elev	797

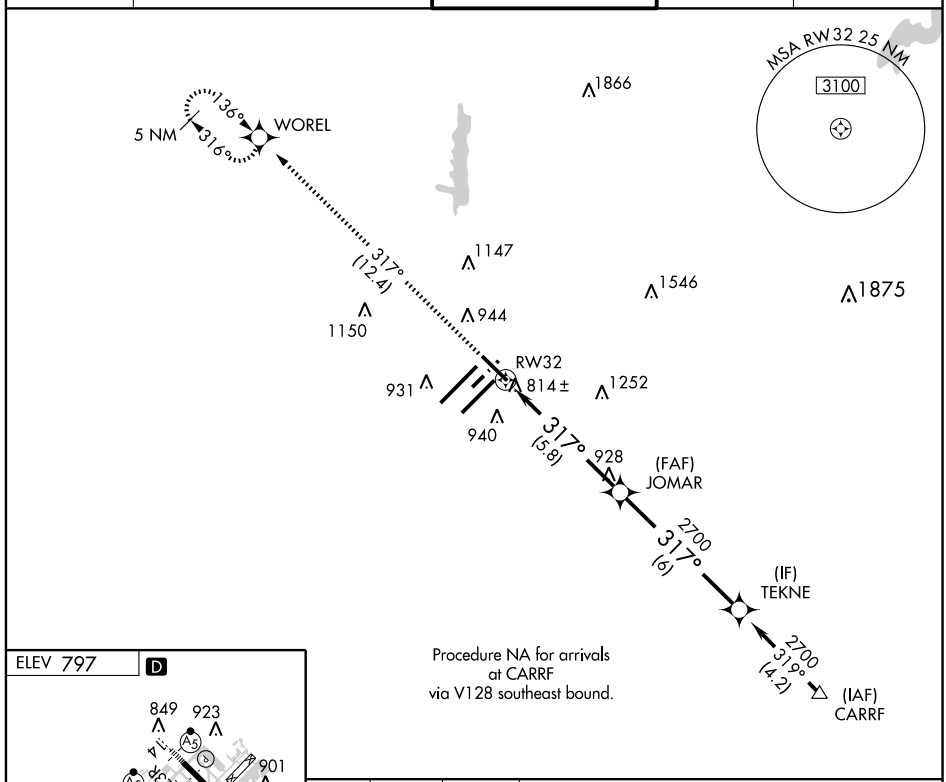
RNAV (RNP) Z RWY 32
INDIANAPOLIS INTL (IND)

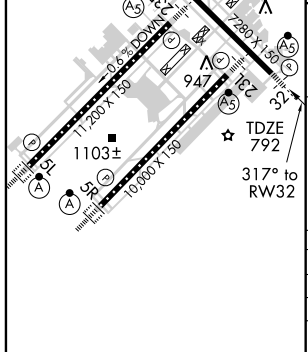
T NA GPS Required. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase RNP 0.19 visibility to RVR 5000 and RNP 0.30 visibility to 1½.

MALSR A5

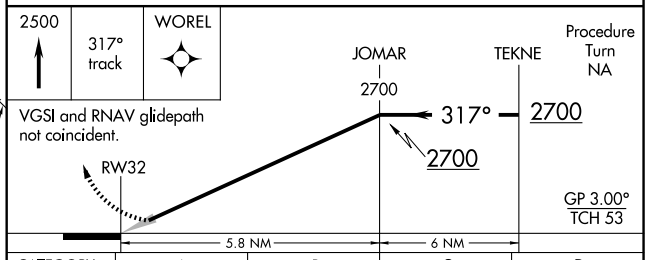
MISSED APPROACH: Climb to 2500 via 317° track to WOREL and hold.

ATIS	INDIANAPOLIS APP CON	INDY TOWER	GND CON	CLNC DEL
134.25	119.3 317.8	120.9 257.8	121.9 257.8	128.75 257.8





HIRL all Rwys
TDZ/CL Rwys 5L and 5R



CATEGORY	A	B	C	D
RNP 0.19 DA	1090/24 298 (300-½)			
RNP 0.30 DA	1186/50 394 (400-1)			

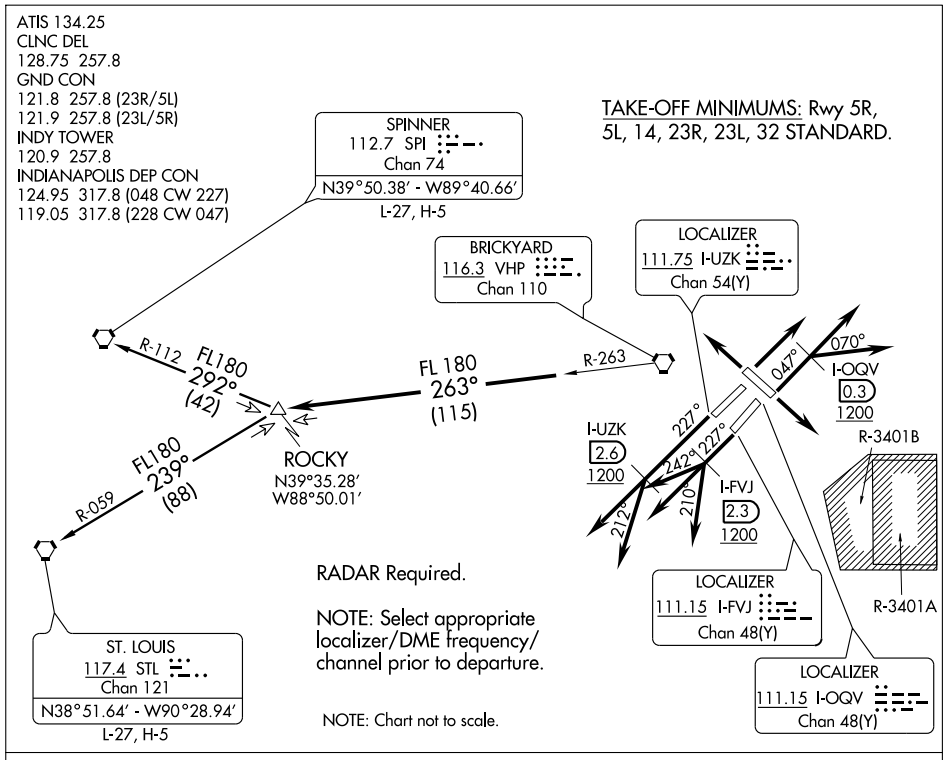
SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

EC-2, 14 JAN 2010 to 11 FEB 2010

ROCKY FOUR DEPARTURE

ATIS 134.25
CLNC DEL
128.75 257.8
GND CON
121.8 257.8 (23R/5L)
121.9 257.8 (23L/5R)
INDY TOWER
120.9 257.8
INDIANAPOLIS DEP CON
124.95 317.8 (048 CW 227)
119.05 317.8 (228 CW 047)

TAKE-OFF MINIMUMS: Rwy 5R, 5L, 14, 23R, 23L, 32 STANDARD.



RADAR Required.

NOTE: Select appropriate localizer/DME frequency/ channel prior to departure.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 23R (TURBOJETS ONLY): Climb on runway heading 227° until I-UZK 2.6 DME and 1200 feet or above, then fly assigned heading 227° or 212°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF RWY 23L (TURBOJETS ONLY): Climb on runway heading 227° until I-FVJ 2.3 DME and 1200 feet or above, then fly assigned heading 210°, 227°, or 242°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

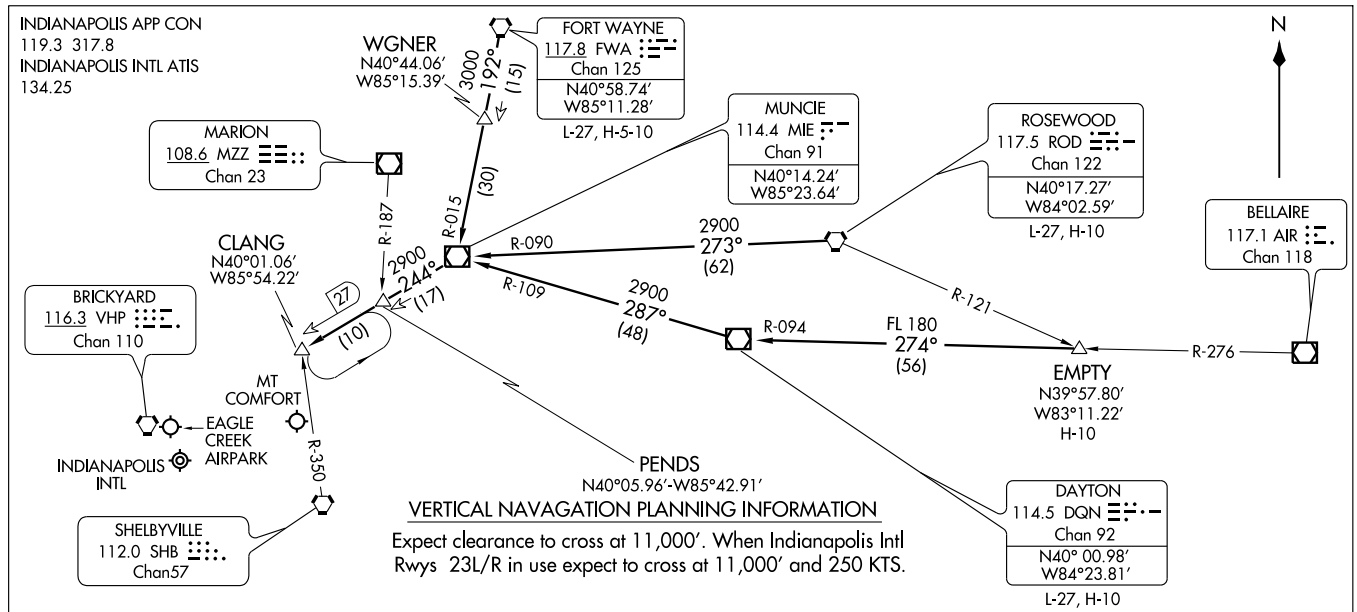
TAKE-OFF RWY 5R (TURBOJETS ONLY): Climb on runway heading 047° until I-OQV 0.3 DME and 1200 feet or above, then fly assigned heading 047° or 070°. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clerance to requested altitude ten minutes after departure.

TAKE-OFF ALL OTHER RUNWAYS (TURBOJETS ONLY): Climb on runway heading or as assigned. Maintain 5000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

TAKE-OFF ALL RUNWAYS (PROPELLER ONLY): Climb on runway heading or as assigned. Maintain 3000 feet. Expect radar vectors to join VHP R-263 to ROCKY INT then via transition or assigned route. Expect clearance to requested altitude ten minutes after departure.

SPINNER TRANSITION (ROCKY4.SPI): From over ROCKY INT via SPI R-112 to SPI VORTAC.

ST. LOUIS TRANSITION (ROCKY4.STL): From over ROCKY INT via STL R-059 to STL VORTAC.



VERTICAL NAVAGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′. When Indianapolis Intl Rwys 23L/R in use expect to cross at 11,000′ and 250 KTS.

DAYTON TRANSITION (DQN. CLANG5): From over DQN VOR/DME via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

EMPTY TRANSITION (EMPTY.CLANG5): From over EMPTY INT via DQN R-094 to DQN VOR/DME, then via DQN R-287 and MIE R-109 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

FORT WAYNE TRANSITION (FWA.CLANG5): From over FWA VORTAC via FWA R-192 and MIE R-015 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

ROSEWOOD TRANSITION (ROD.CLANG5): From over ROD VORTAC via ROD R-273 and MIE R-090 to MIE VOR/DME, then via MIE R-244 to CLANG INT. Thence. . . .

. . . . From over CLANG INT, expect vectors to final approach course.

NOTE: Chart not to acale.

LOC I-MQJ	APP CRS	Rwy ldg	5500
108.7	252°	TDZE	861
		Apt Elev	862

ILS or LOC RWY 25

INDIANAPOLIS/MOUNT COMFORT (MQJ)

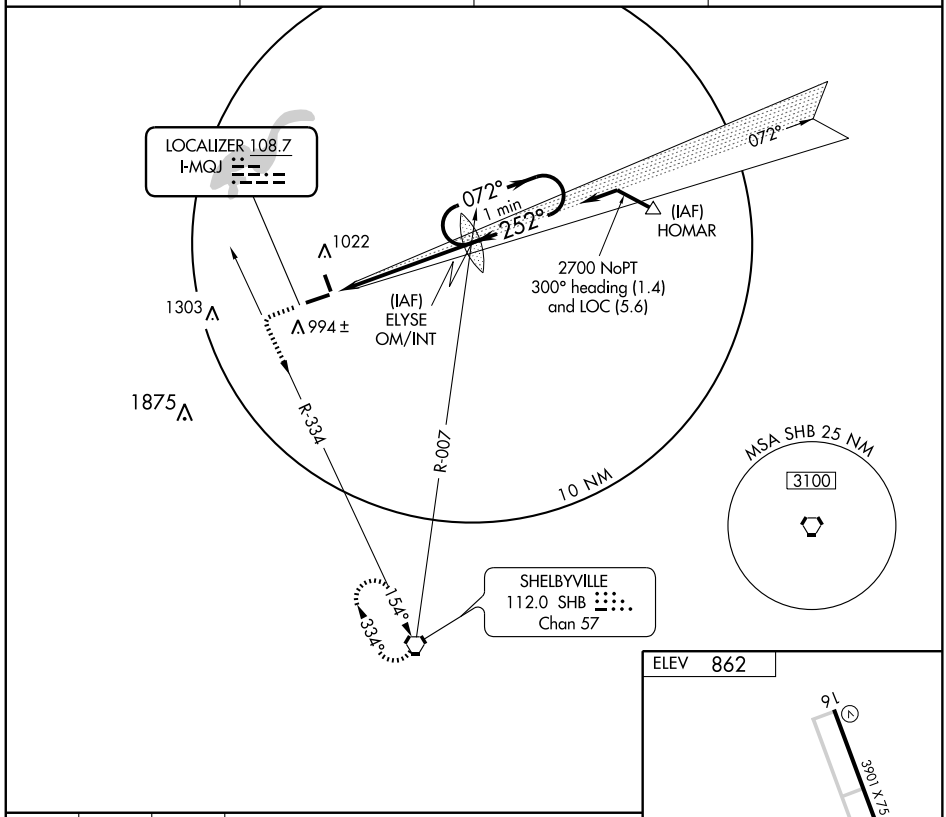
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, increase S-LOC 25 Cat D visibility ¼ mile.

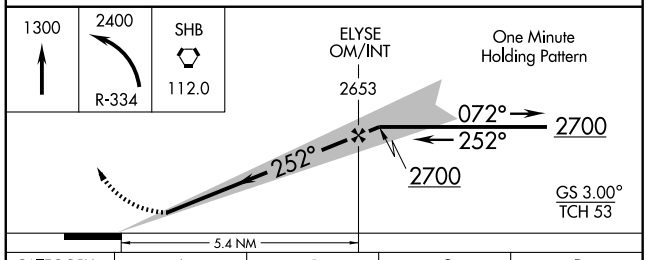
NA

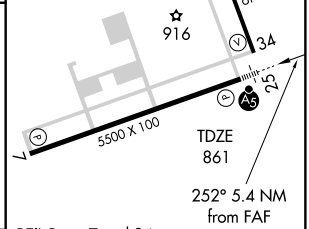
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2400 via SHB R-334 to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
S-ILS 25	1061-½ 200 (200-½)			
S-LOC 25	1280-½ 419 (500-½)		1280-¾ 419 (500-¾)	
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3901
162°	TDZE	858
	Apt Elev	862

RNAV (GPS) RWY 16

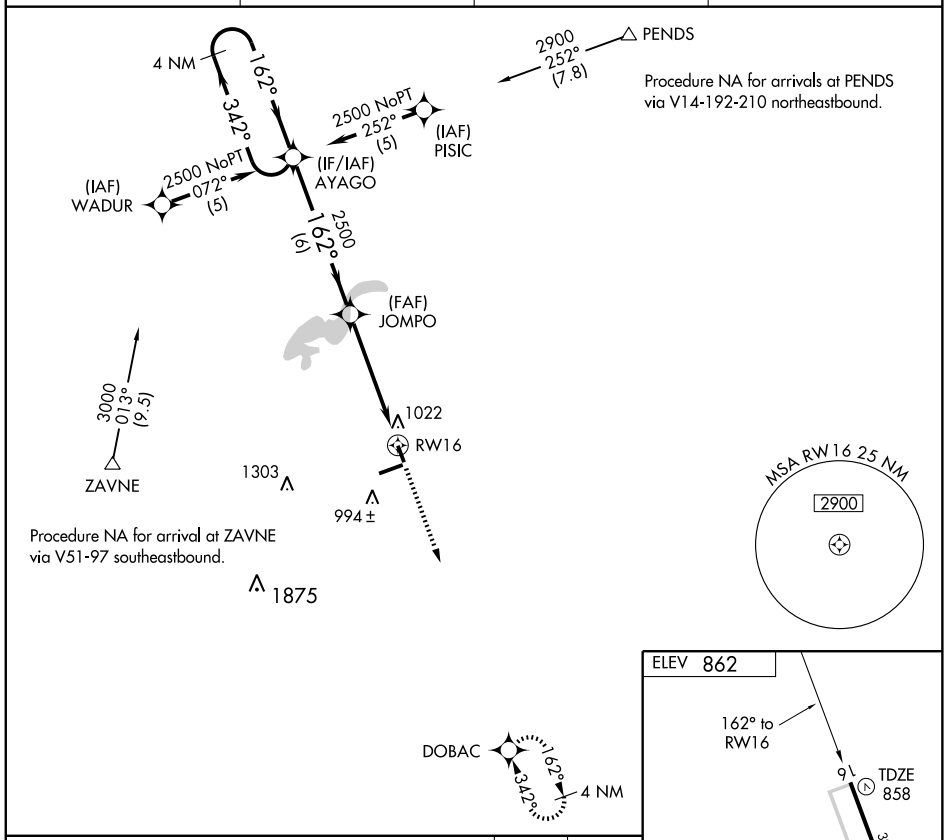
INDIANAPOLIS/MOUNT COMFORT (MQJ)

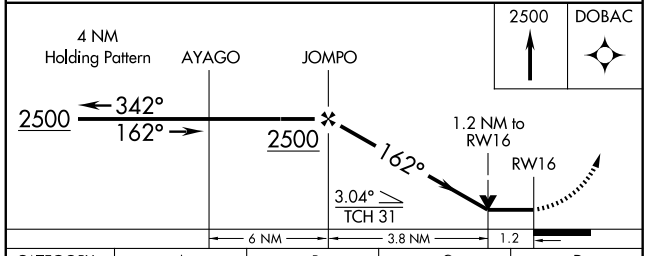
NA

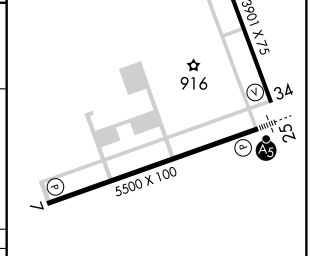
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct DOBAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1280-1 422 (500-1)		1280-1¼ 422 (500-1¼)	
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 56310 W25A	APP CRS 252°	Rwy ldg 5500 TDZE 861 Apt Elev 862

RNAV (GPS) RWY 25

INDIANAPOLIS/MOUNT COMFORT (MQJ)

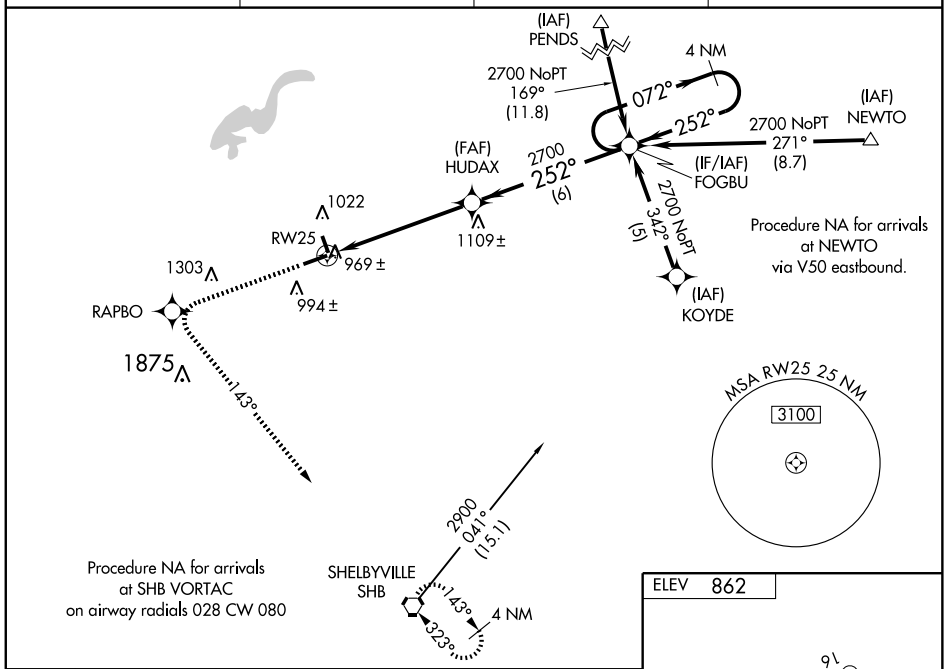
For inoperative MALSR, increase LNAV Cat A/B/C visibility to 1 mile and Cat D to 1¼ mile. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 55 feet and all MDA 60 feet, and increase all visibilities ½ mile. Baro-VNAV and VDP NA when using Indianapolis Intl altimeter setting. When using Indianapolis Intl altimeter setting inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

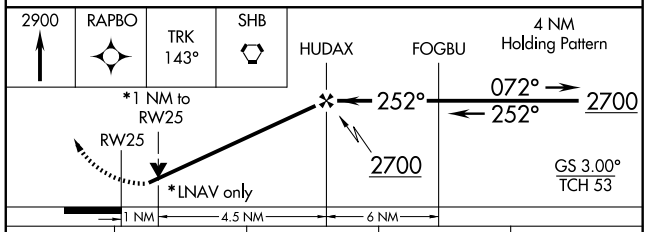
NA

MALSR

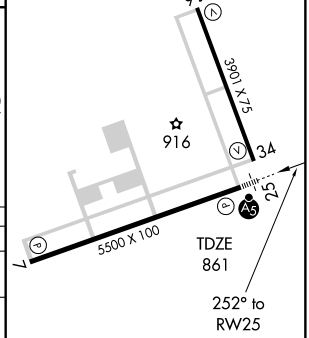
MISSED APPROACH: Climb to 2900 direct RAPBO and via 143° track to SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1161-¾ 300 (300-¾)			
LNAV/VNAV DA	1260-1 399 (400-1)			
LNAV MDA	1220-¾ 359 (400-¾)			1220-1 359 (400-1)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)



REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3901
342°	TDZE	858
	Apt Elev	862

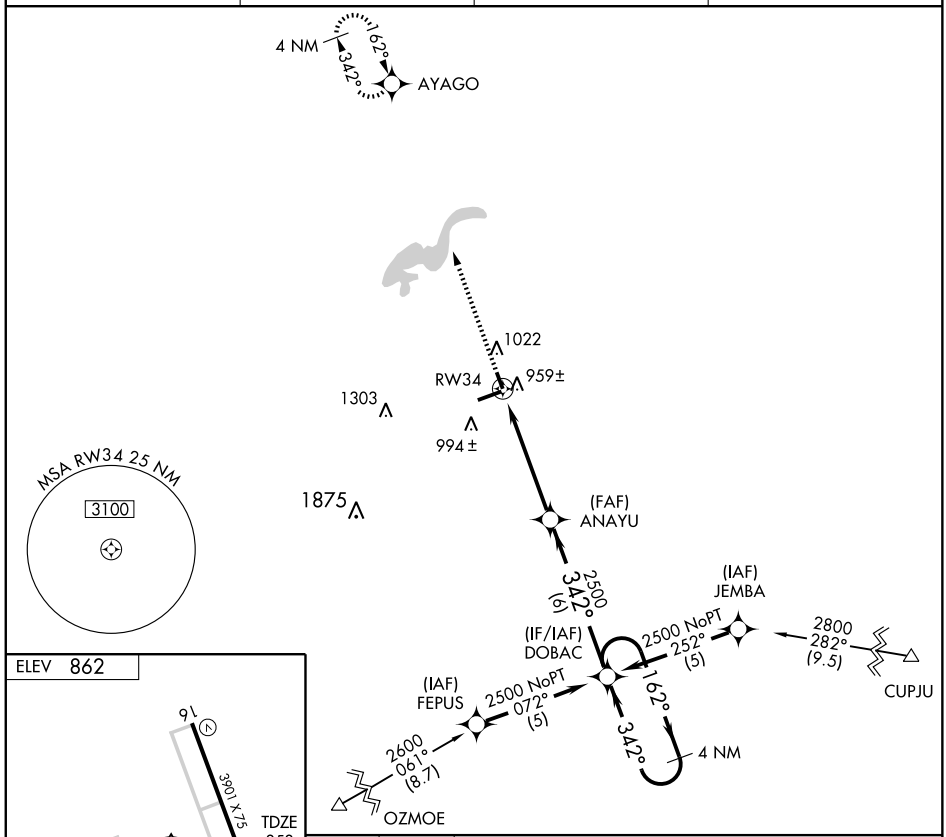
RNAV (GPS) RWY 34
INDIANAPOLIS/MOUNT COMFORT (MQJ)

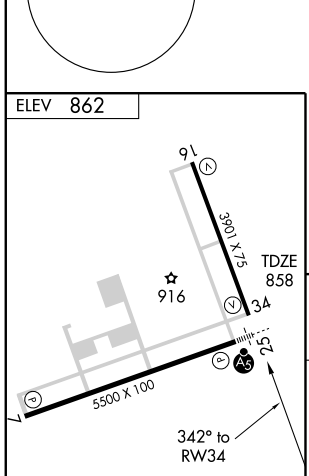
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis altimeter setting.

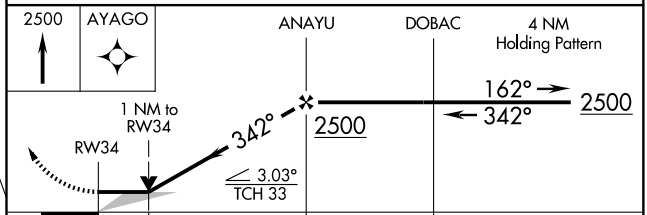
NA

MISSED APPROACH: Climb to 2500 direct AYAGO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

VORTAC SHB	APP CRS	Rwy ldg	3901
112.0	346°	TDZE	858
Chan 57		Apt Elev	862

VOR RWY 34

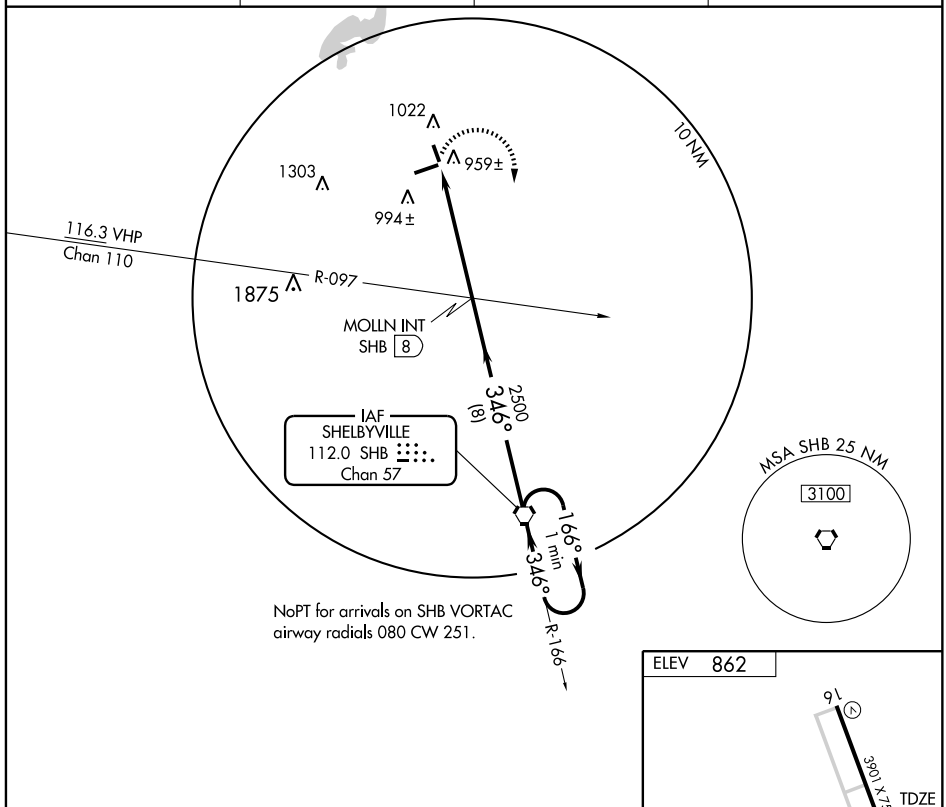
INDIANAPOLIS/MOUNT COMFORT (MQJ)

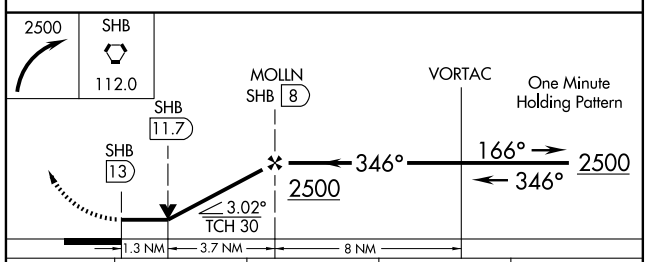
When local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDA 60 feet, increase S-34 Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

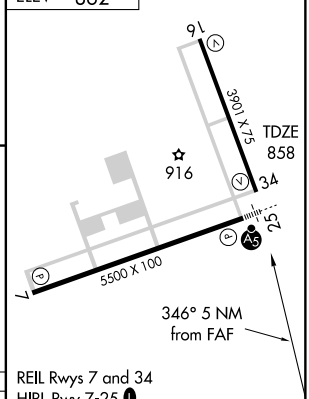
NA

MISSED APPROACH: Climbing right turn to 2500 direct SHB VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
124.175	127.15 317.8	119.25	122.7 (CTAF) L







REIL Rwys 7 and 34
HIRL Rwy 7-25 L
MIRL Rwy 16-34

CATEGORY	A	B	C	D
S-34	1300-1 442 (500-1)		1300-1¼ 442 (500-1¼)	1300-1½ 442 (500-1½)
CIRCLING	1340-1 478 (500-1)		1340-1½ 478 (500-1½)	1420-2 558 (600-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

EC-2. 14 JAN 2010 to 11 FEB 2010

LOC I-TYQ	APP CRS	Rwy ldg	5500
111.3	002°	TDZE	922
		Apt Elev	922

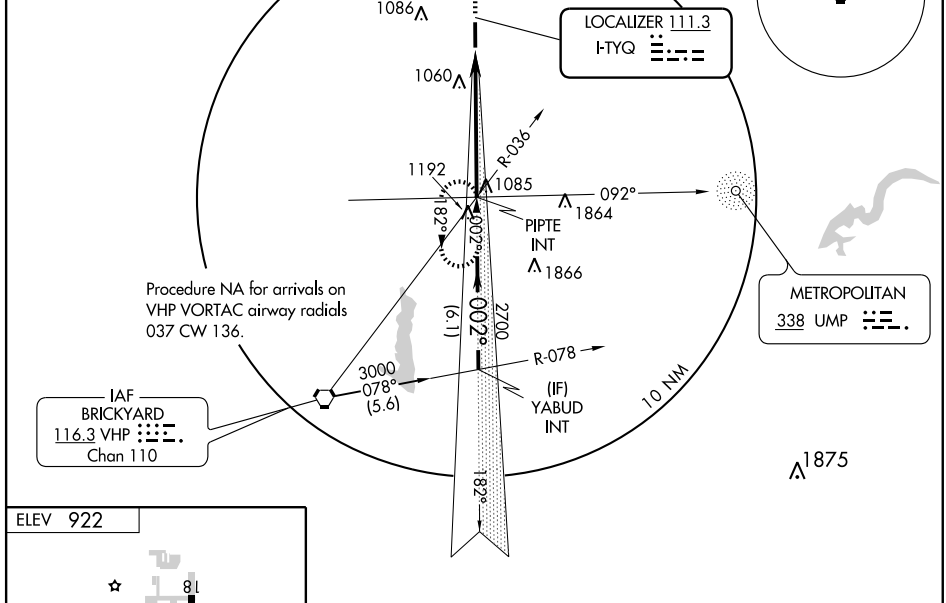
ILS or LOC RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

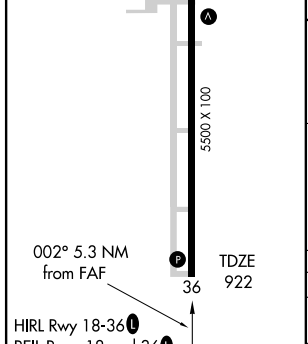
ADF Required. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DA 61 feet and all S-ILS visibilities ¼ mile, increase all MDA 80 feet, and S-LOC Cat D visibility ¼ mile.

NA

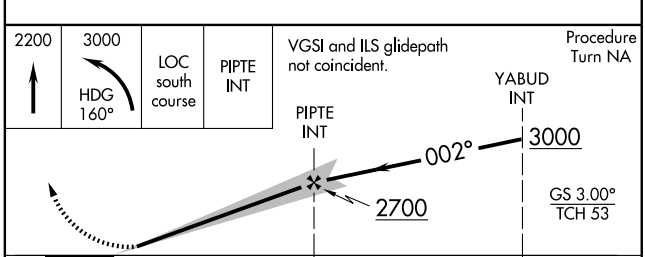
MISSED APPROACH: Climb to 2200 then climbing left turn to 3000 via heading 160° to I-TYQ LOC south course to PIPTE INT and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 36	1122-¾ 200 (200-¾)			
S-LOC 36	1340-1 418 (500-1)		1340-1¼ 418 (400-1¼)	
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

APP CRS	Rwy ldg	5500
182°	TDZE	922
	Apt Elev	922

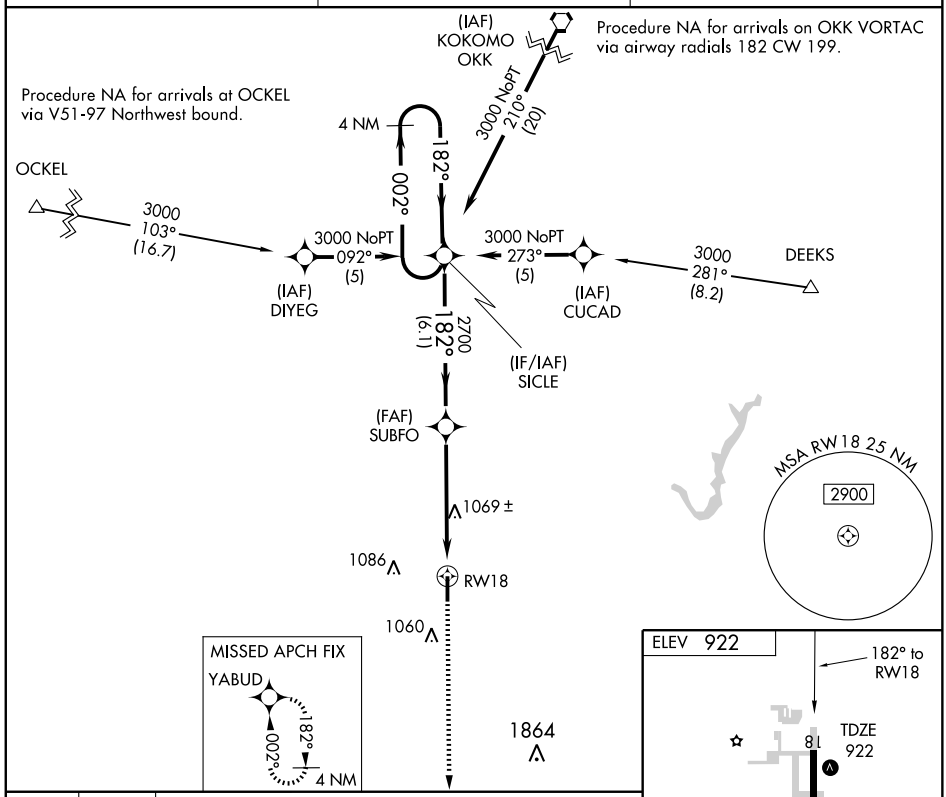
RNAV (GPS) RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

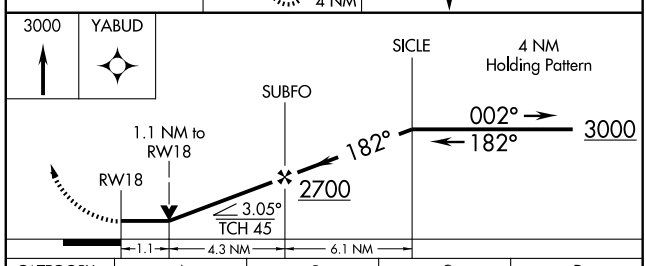
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Indianapolis Intl altimeter setting.
When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

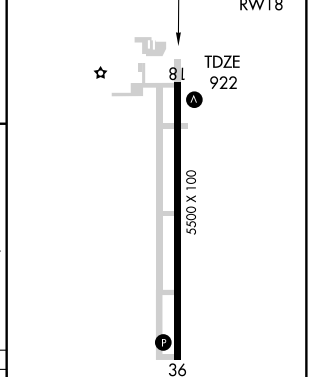
NA

MISSED APPROACH: Climb to 3000 direct YABUD and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 53599 W36A	APP CRS 002°	Rwy ldg 5500 TDZE 922 Apt Elev 922

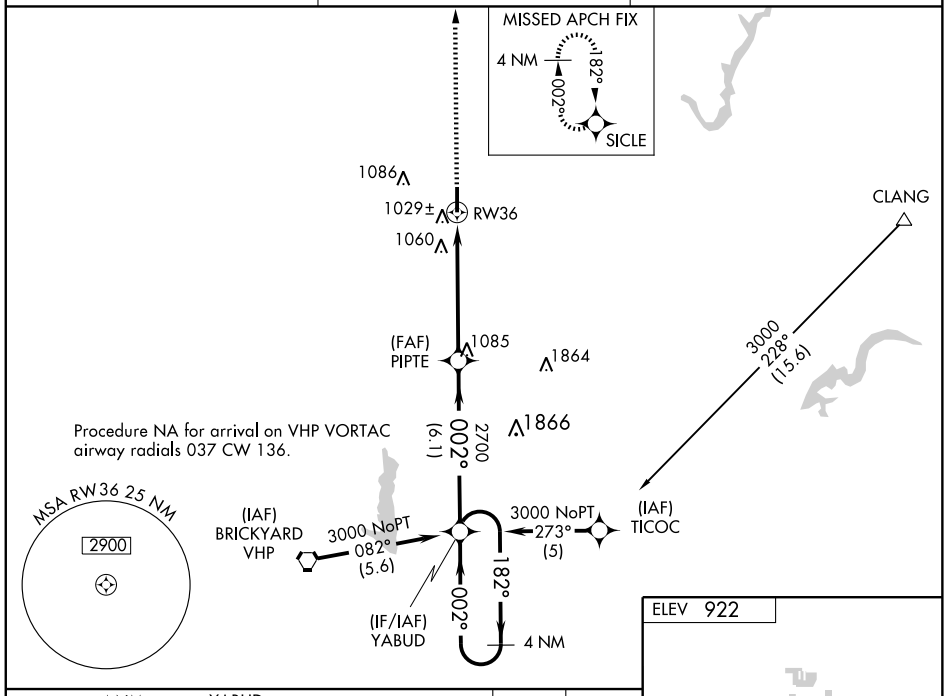
RNAV (GPS) RWY 36
INDIANAPOLIS EXECUTIVE (TYQ)

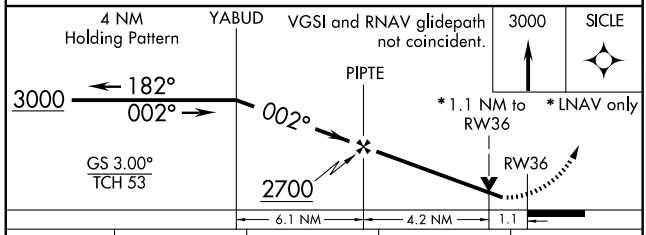
Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs 61 feet and all visibilities ¼ mile; increase all MDAs 80 feet and LNAV Cats C/D visibilities ¼ mile.

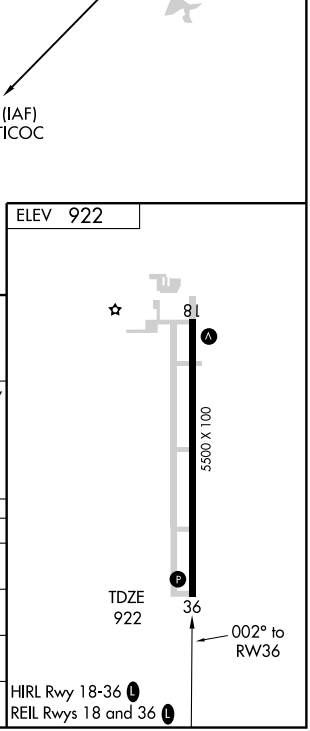
NA

MISSED APPROACH: Climb to 3000 direct SICLE and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1209-1 287 (300-1)			
LNAV/VNAV DA	1299-1¼ 377 (400-1¼)			
LNAV MDA	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

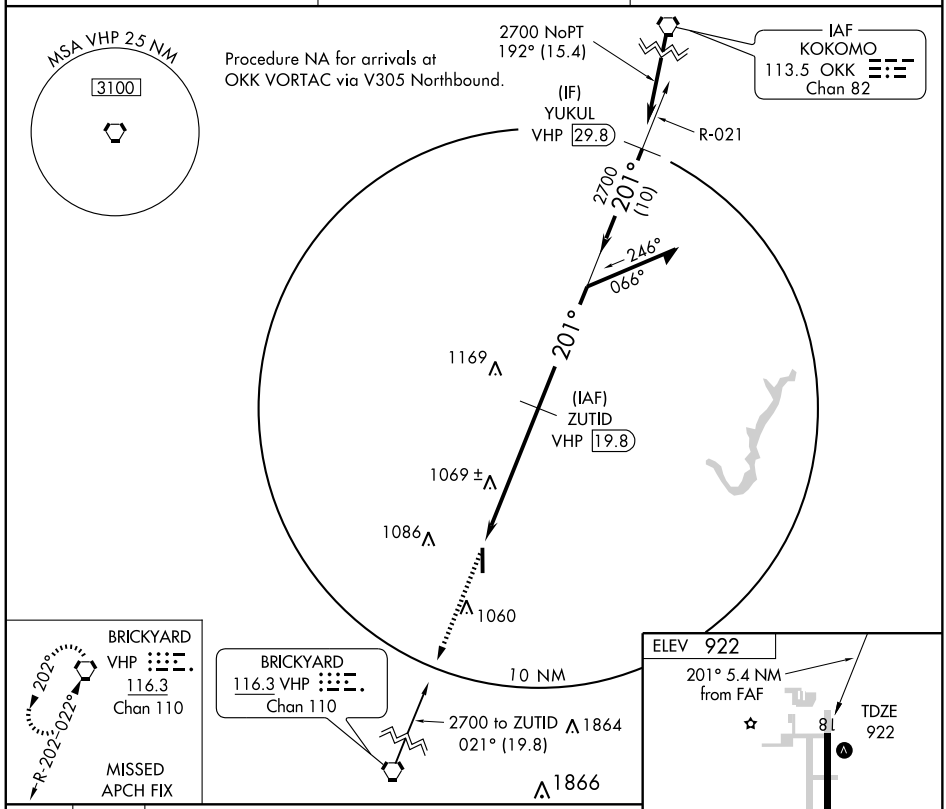
VORTAC VHP 116.3 Chan 110	APP CRS 201°	Rwy ldg 5500 TDZE 922 Apt Elev 922

VOR/DME RWY 18
INDIANAPOLIS EXECUTIVE (TYQ)

Visibility reduction by helicopters NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-18 Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-18	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

HIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC VHP	APP CRS	Rwy ldg	5500
116.3	022°	TDZE	922
Chan 110		Apt Elev	922

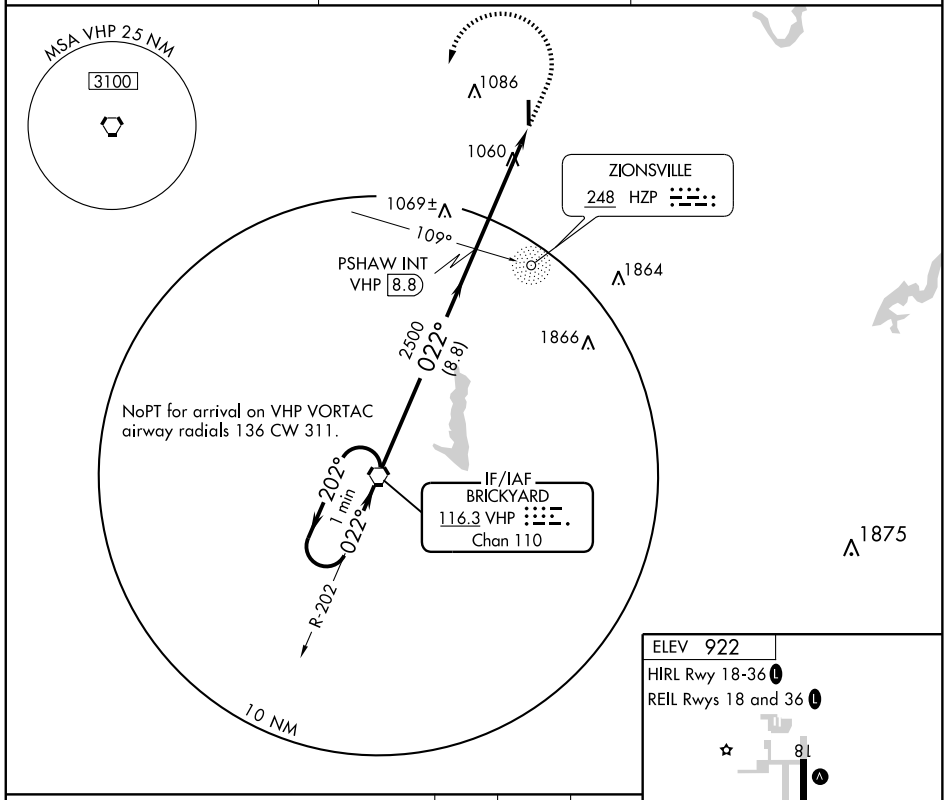
VOR RWY 36

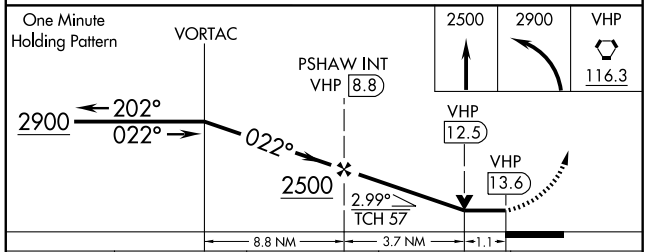
INDIANAPOLIS EXECUTIVE (TYQ)

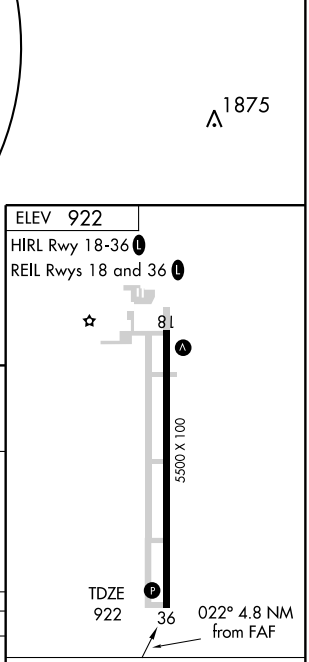
Visibility reduction by helicopters NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 80 feet and S-36 Cats C/D visibilities ¼ mile. VDP NA when using Indianapolis Intl altimeter setting. DME or ADF REQUIRED.

MISSED APPROACH: Climb to 2500 then climbing left turn to 2900 direct VHP VORTAC and hold.

AWOS-3	INDIANAPOLIS APP CON	UNICOM
120.725	124.65 127.15 317.8	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-36	1320-1 398 (400-1)			1320-1¼ 398 (400-1¼)
CIRCLING	1360-1 438 (500-1)	1380-1 458 (500-1)	1380-1½ 458 (500-1½)	1480-2 558 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UMP	APP CRS	Rwy ldg	3850
338	161°	TDZE	805
		Apt Elev	811

NDB RWY 15

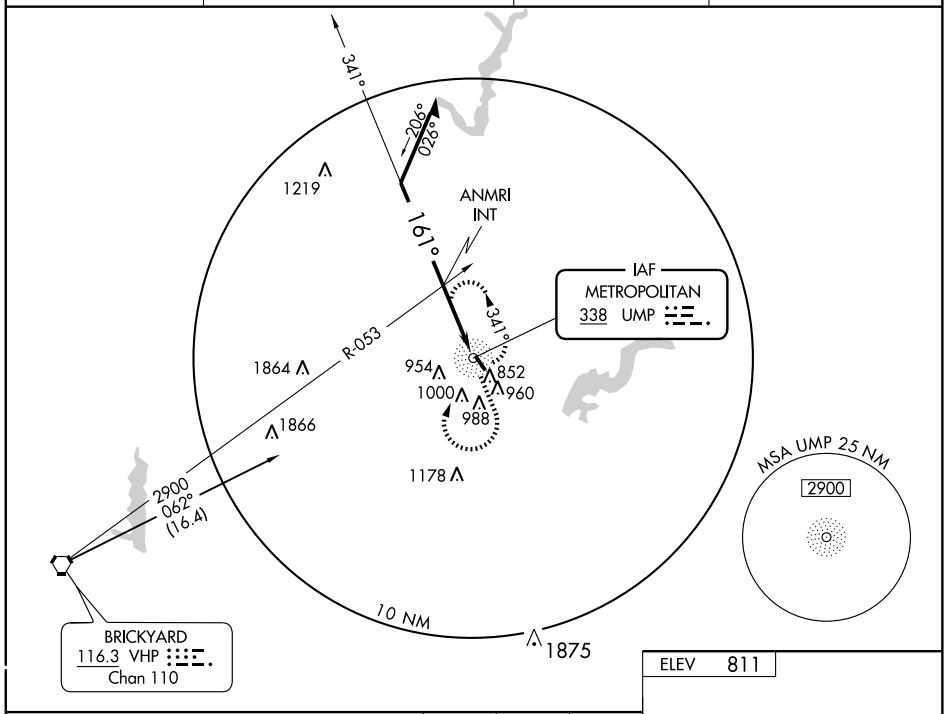
INDIANAPOLIS METROPOLITAN (UMP)

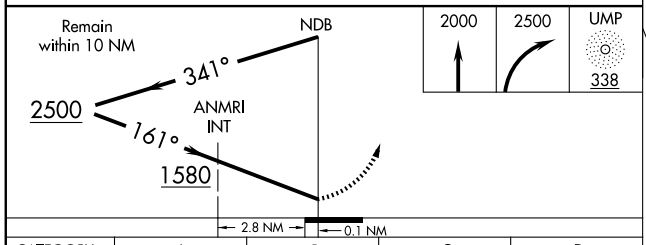
If local altimeter setting not received, use Indianapolis Intl altimeter setting, and increase all MDAs 60 feet.

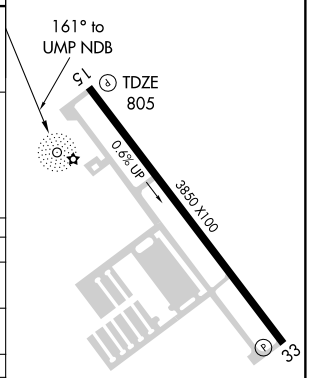
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2500 direct UMP NDB and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)







CATEGORY	A	B	C	D
S-15	1580-1 775 (800-1)	1580-1¼ 775 (800-1¼)	1580-2¼ 775 (800-2¼)	NA
CIRCLING	1580-1 769 (800-1)	1580-1¼ 769 (800-1¼)	1580-2¼ 769 (800-2¼)	NA
ANMRI INT MINIMUMS				
S-15	1240-1 435 (500-1)		1240-1¼ 435 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3850
149°	TDZE	805
	Apt Elev	811

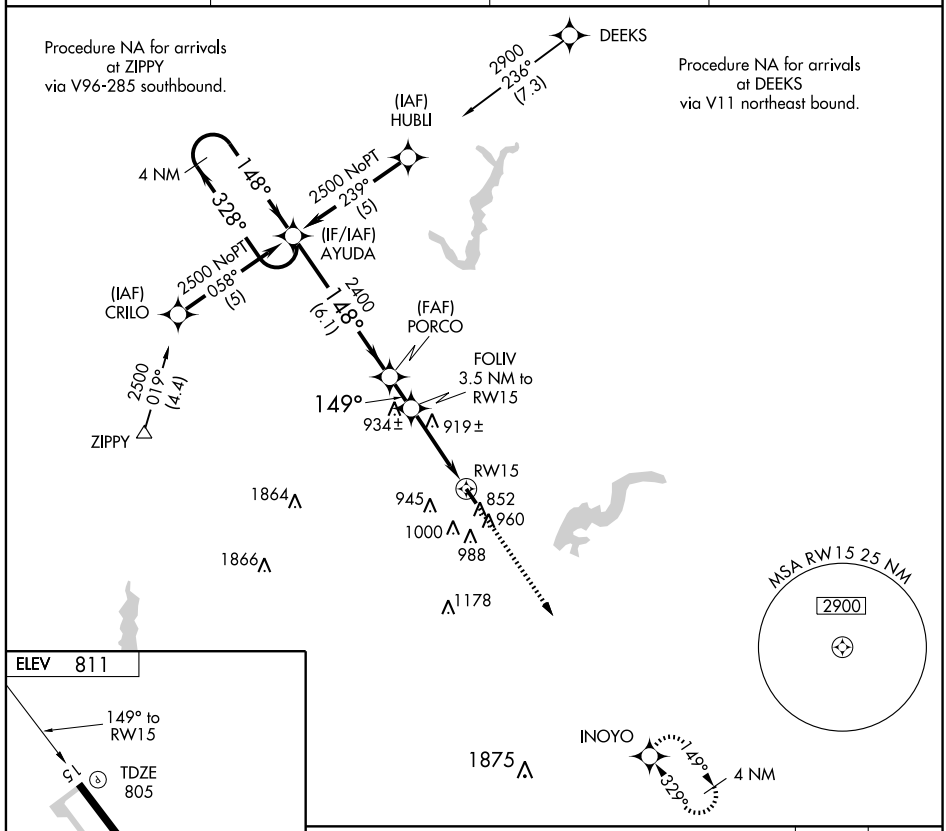
RNAV (GPS) RWY 15
INDIANAPOLIS METROPOLITAN (UMP)

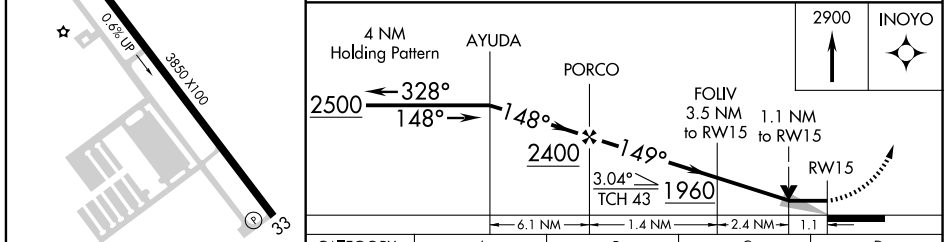
NA

DME/DME RNP-0.3 NA. VDP NA when using Indianapolis Intl altimeter setting. When local altimeter setting is not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2900 direct INOYO and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1180-1 375 (400-1)			NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3850
329°	TDZE	811
	Apt Elev	811

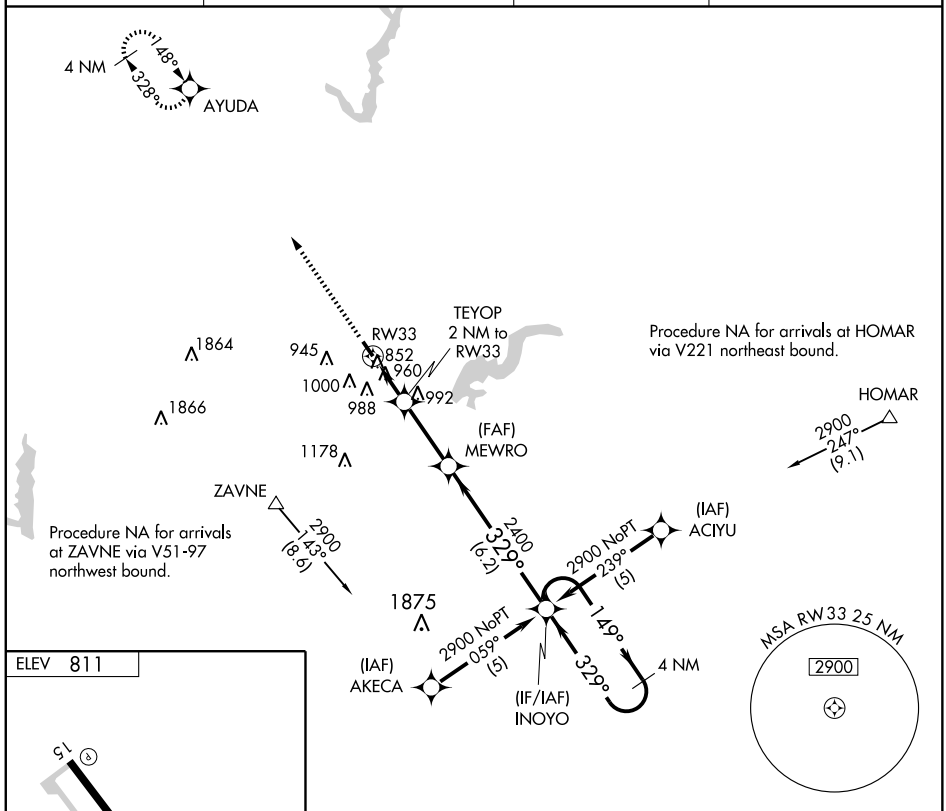
RNAV (GPS) RWY 33
INDIANAPOLIS METROPOLITAN (UMP)

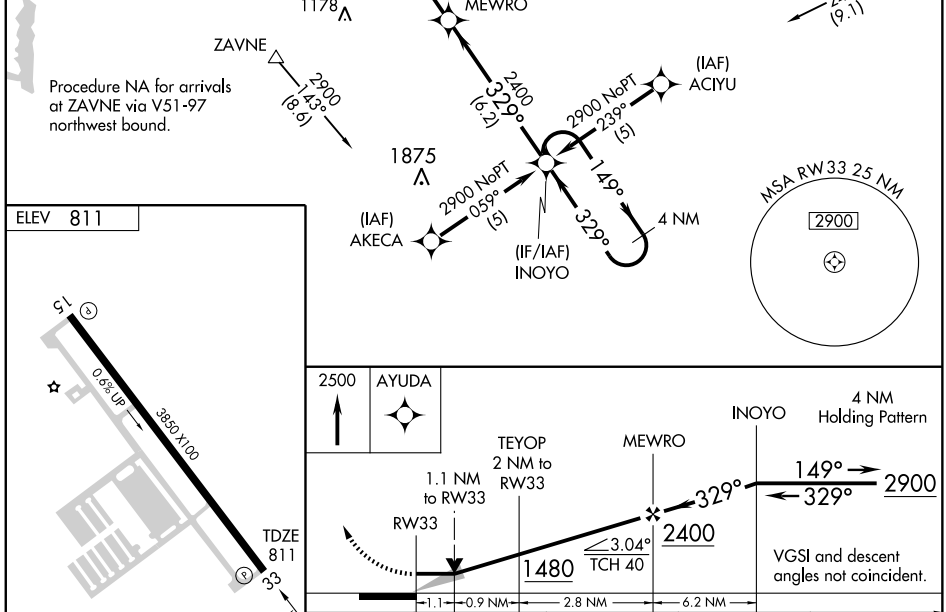
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Indianapolis Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct AYUDA and hold.

AWOS-3	INDIANAPOLIS APP CON	CLNC DEL	UNICOM
338	127.15 317.8	121.625	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1260-1 449 (500-1)		1260-1¼ 449 (500-1¼)	NA
CIRCLING	1320-1 509 (600-1)	1340-1 529 (600-1)	1340-1½ 529 (600-1½)	NA

MIRL Rwy 15-33
REIL Rwys 15 and 33

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC SHB	APP CRS	Rwy ldg	3850
112.0	330°	TDZE	811
Chan 57		Apt Elev	811

VOR RWY 33

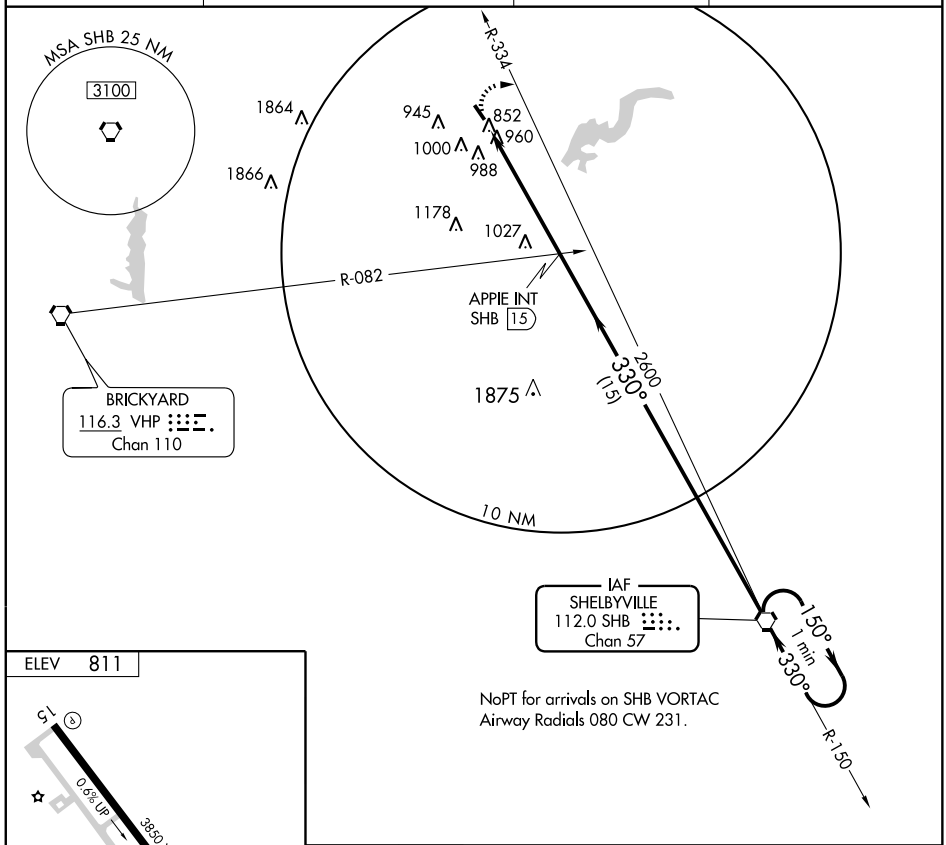
INDIANAPOLIS METROPOLITAN (UMP)

NA

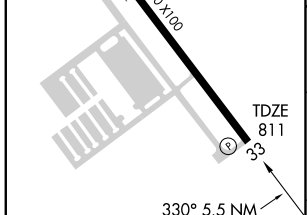
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 2600 via SHB R-334 to SHB VORTAC and hold.

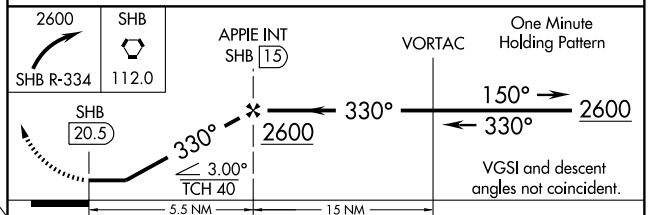
AWOS-3	INDIANAPOLIS APP CON		CLNC DEL	UNICOM
338	127.15	317.8	121.625	123.0 (CTAF)



NoPT for arrivals on SHB VORTAC Airway Radials 080 CW 231.



MIRL Rwy 15-33
REIL Rwys 15 and 33



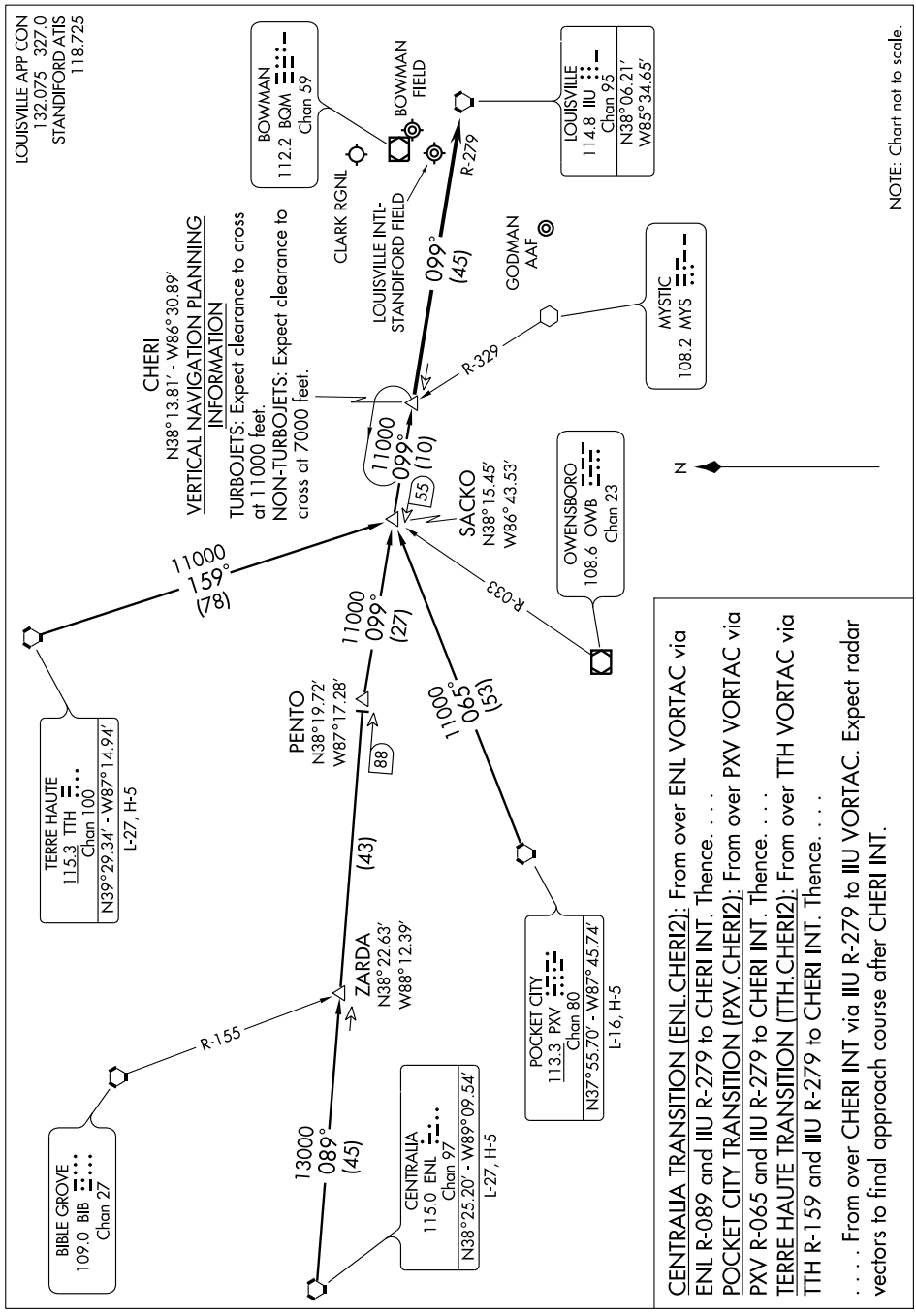
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CATEGORY	A	B	C	D
S-33	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA
CIRCLING	1340-1 529 (600-1)	1340-1¼ 529 (600-1¼)	1340-1½ 529 (600-1½)	NA

EC-2. 14 JAN 2010 to 11 FEB 2010

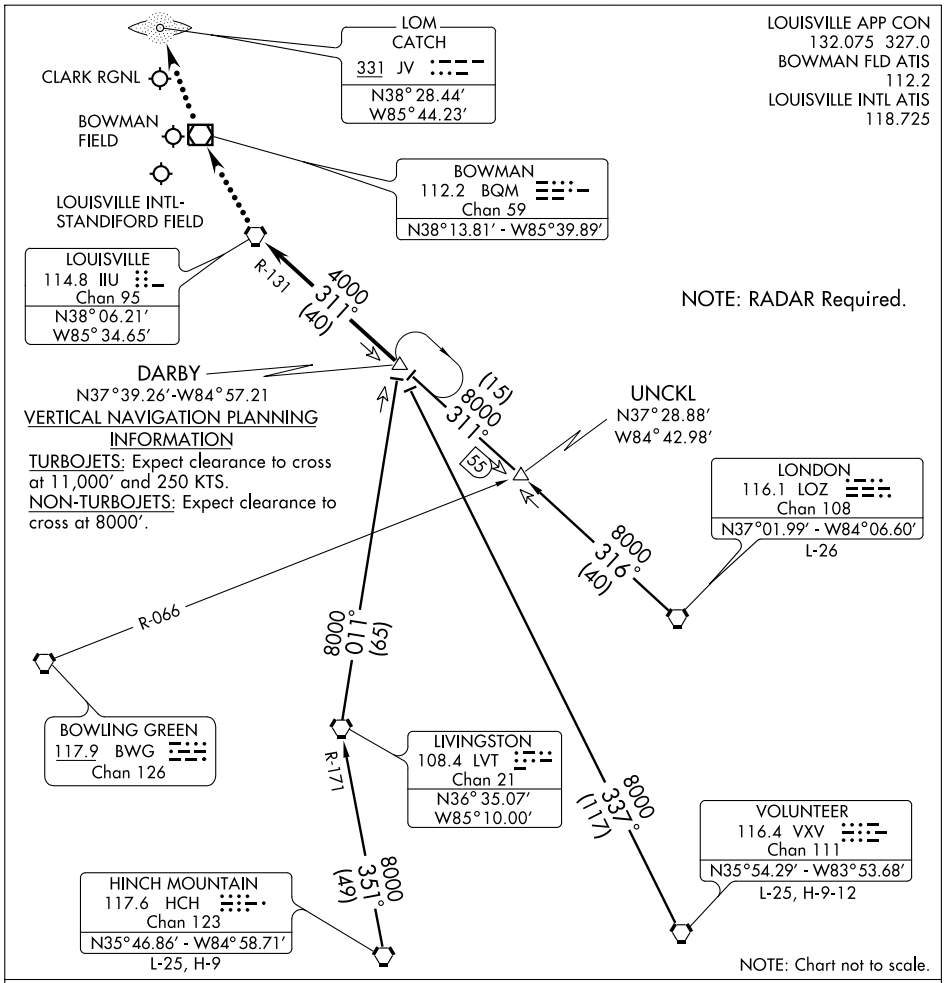
CHERI TWO ARRIVAL (CHERI.CHERI2)

LOUISVILLE, KENTUCKY



DARBY FOUR ARRIVAL (DARBY.DARBY4)

LOUISVILLE, KENTUCKY



HINCH MOUNTAIN TRANSITION (HCH.DARBY4): From over HCH VORTAC via HCH R-351 and LVT R-171 to LVT VORTAC, then via LVT R-011 to DARBY INT. Thence. . . .

LONDON TRANSITION (LOZ.DARBY4): From over LOZ VORTAC via LOZ R-316 to UNCKL INT, then via IIU R-131 to DARBY INT. Thence. . . .

UNCKL TRANSITION (UNCKL.DARBY4): From over UNCKL INT via IIU R-131 to DARBY INT. Thence. . . .

VOLUNTEER TRANSITION (VXV.DARBY4): From over VXV VORTAC via VXV R-337 to DARBY INT. Thence. . . .

. . . . From over DARBY INT via IIU R-131 to IIU VORTAC. Expect radar vectors to final course.

LOST COMMUNICATIONS:

For JVY - At IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000 feet until CATCH LOM.

SE-1, 14 JAN 2010 to 11 FEB 2010

LOC I-JVY	APP CRS	Rwy ldg	5500
111.7	182°	TDZE	474
		Apt Elev	474

ILS or LOC RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

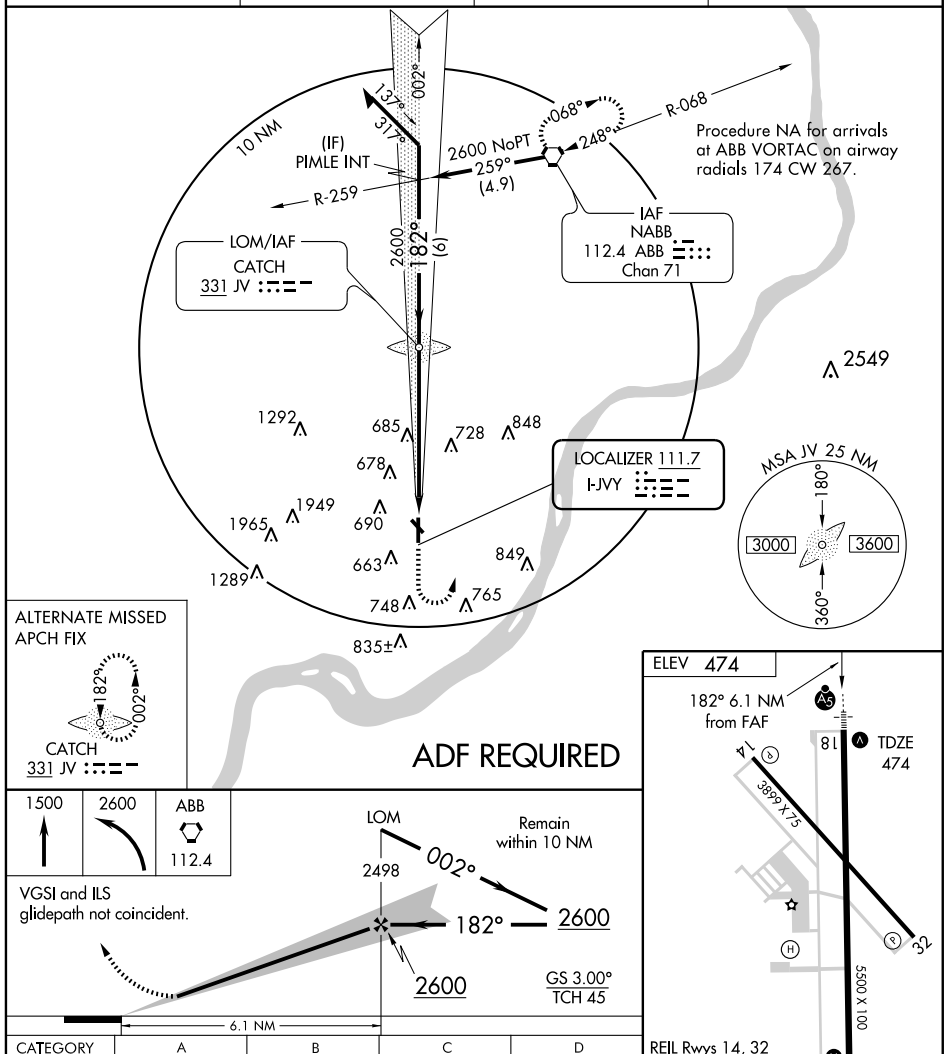
Autopilot coupled approach NA below 988. When local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting and increase all DA 31 feet and all MDA 40 feet.

NA

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L



CATEGORY	A	B	C	D
S-ILS 18	674-½ 200 (200-½)			
S-LOC 18	1020-½ 546 (600-½)		1020-1 546 (600-1)	1020-1¼ 546 (600-1¼)
CIRCLING	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1100-2 626 (700-2)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 14 JAN 2010 to 11 FEB 2010

LOM JV	APP CRS	Rwy ldg	5500
331	182°	TDZE	474
		Apt Elev	474

NDB RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

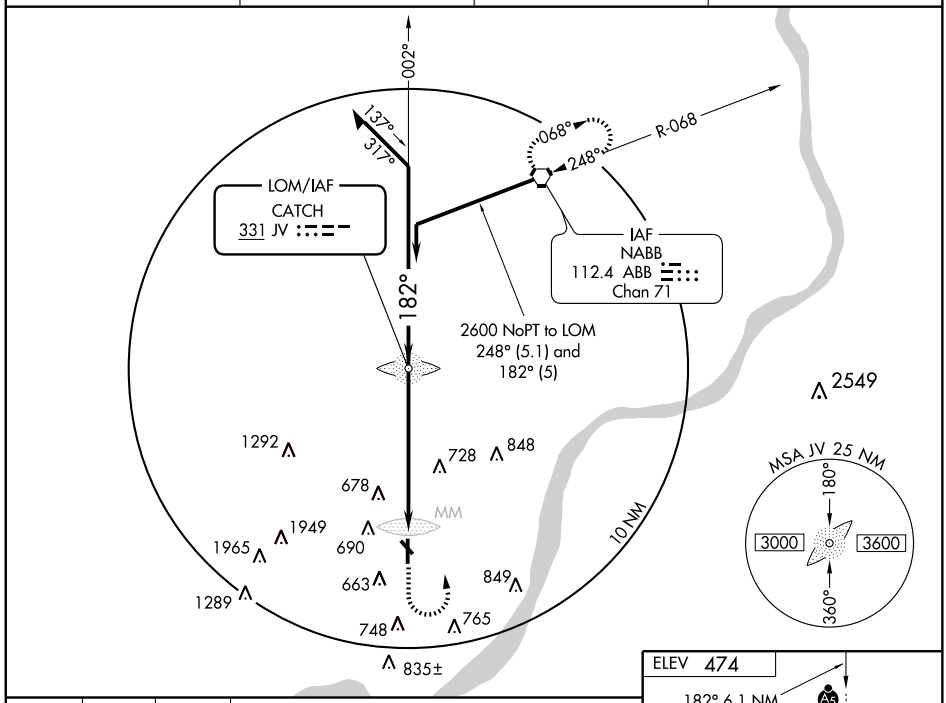
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting.

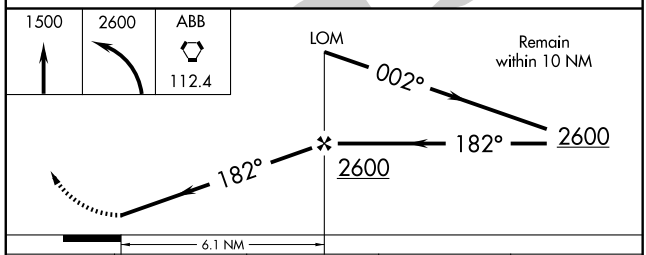
NA

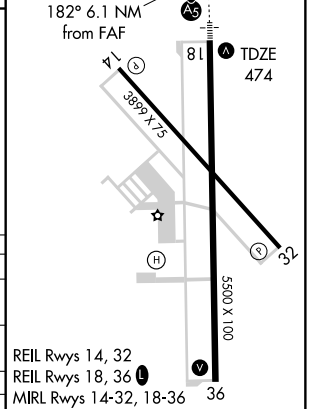
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-18	1080-¾ 606 (700-¾)		1080-1¼ 606 (700-1¼)	1080-1¾ 606 (700-1¾)
CIRCLING	1080-1 606 (700-1)		1080-1¾ 606 (700-1¾)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1100-¾ 626 (700-¾)		1100-1¼ 626 (700-1¼)	1100-1¾ 626 (700-1¾)
CIRCLING	1100-1 626 (700-1)		1100-1¾ 626 (700-1¾)	1140-2 666 (700-2)

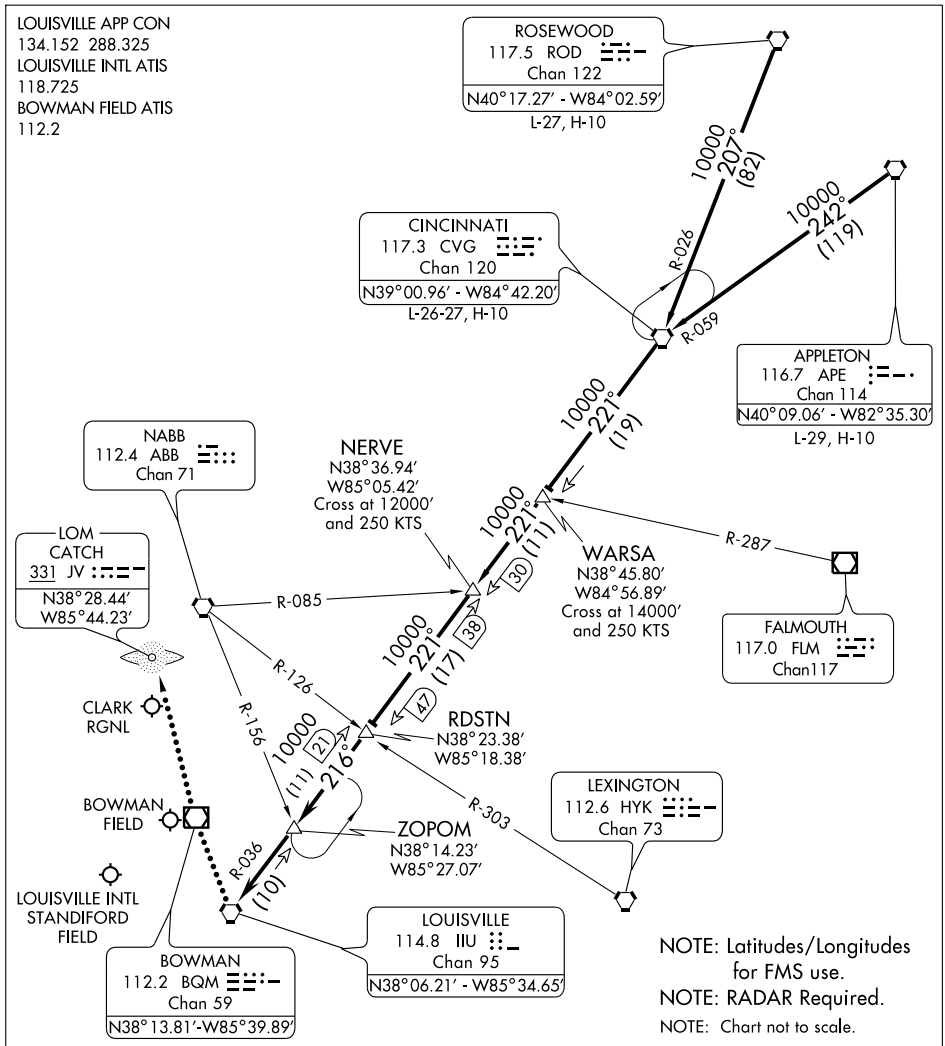
FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

EC-2, 14 JAN 2010 to 11 FEB 2010

REDSTONE ONE ARRIVAL (RDSTN.RDSTN1)

LOUISVILLE, KENTUCKY



APPLETON TRANSITION (APE.RDSTN1): From over APE VORTAC via APE R-242 and CVG R-059 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

CINCINNATI TRANSITION (CVG.RDSTN1): From over CVG VORTAC via CVG R-221 to RDSTN INT. Thence....

ROSEWOOD TRANSITION (ROD.RDSTN1): From over ROD VORTAC via ROD R-207 and CVG R-026 to CVG VORTAC, then via CVG R-221 to RDSTN INT. Thence....

....From over RDSTN INT via IIU R-036 to ZOPOM INT (MEA 10000′), then via IIU R-036 to IIU VORTAC (MEA 10000′). Expect radar vectors to final approach after ZOPOM INT.

LOST COMMUNICATIONS: For JVY - at IIU VORTAC, proceed direct BQM VOR/DME, then direct CATCH (JV) LOM. Maintain 4000′ until CATCH LOM.

SE-1, 14 JAN 2010 to 11 FEB 2010

VORTAC ABB 112.4 Chan 71	APP CRS 199°	Rwy ldg 5500 TDZE 474 Apt Elev 474

VOR or GPS RWY 18

JEFFERSONVILLE / CLARK RGNL (JVY)

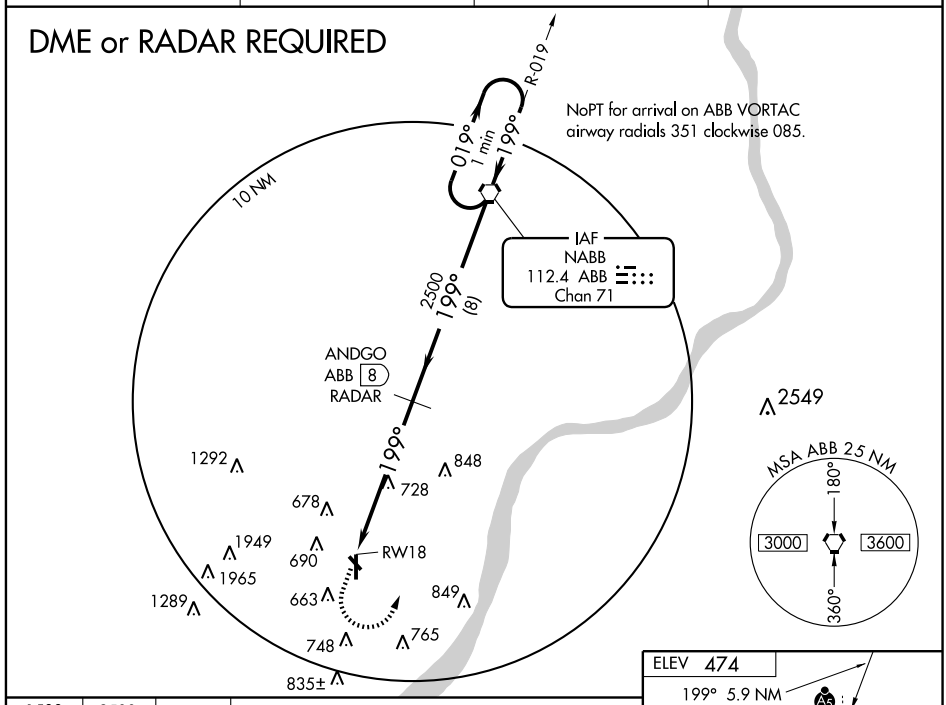
Obtain local altimeter on CTAF, when not received, use Louisville/Standiford altimeter setting. Inoperative table does not apply.

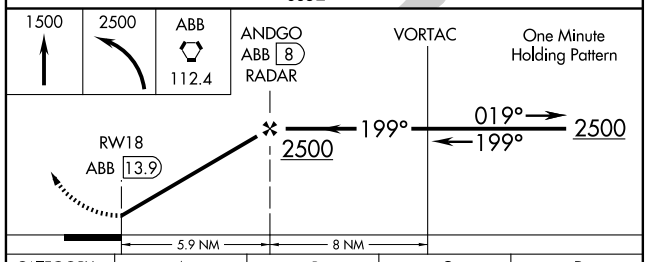
MALSR

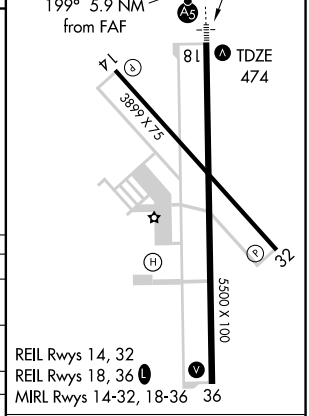
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	CLNC DEL	UNICOM
118.575	132.075 327.0	118.05	122.7 (CTAF) L

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-18	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1020-1¾ 546 (600-1¾)
CIRCLING	1020-1 546 (600-1)		1020-1½ 546 (600-1½)	1100-2 626 (700-2)
LOUISVILLE/STANDIFORD ALTIMETER SETTING MINIMUMS				
S-18	1060-1 586 (600-1)		1060-1½ 586 (600-1½)	1060-1¾ 586 (600-1¾)
CIRCLING	1060-1 586 (600-1)		1060-1½ 586 (600-1½)	1140-2 666 (700-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4400
276°	TDZE	1005
	Apt Elev	1005

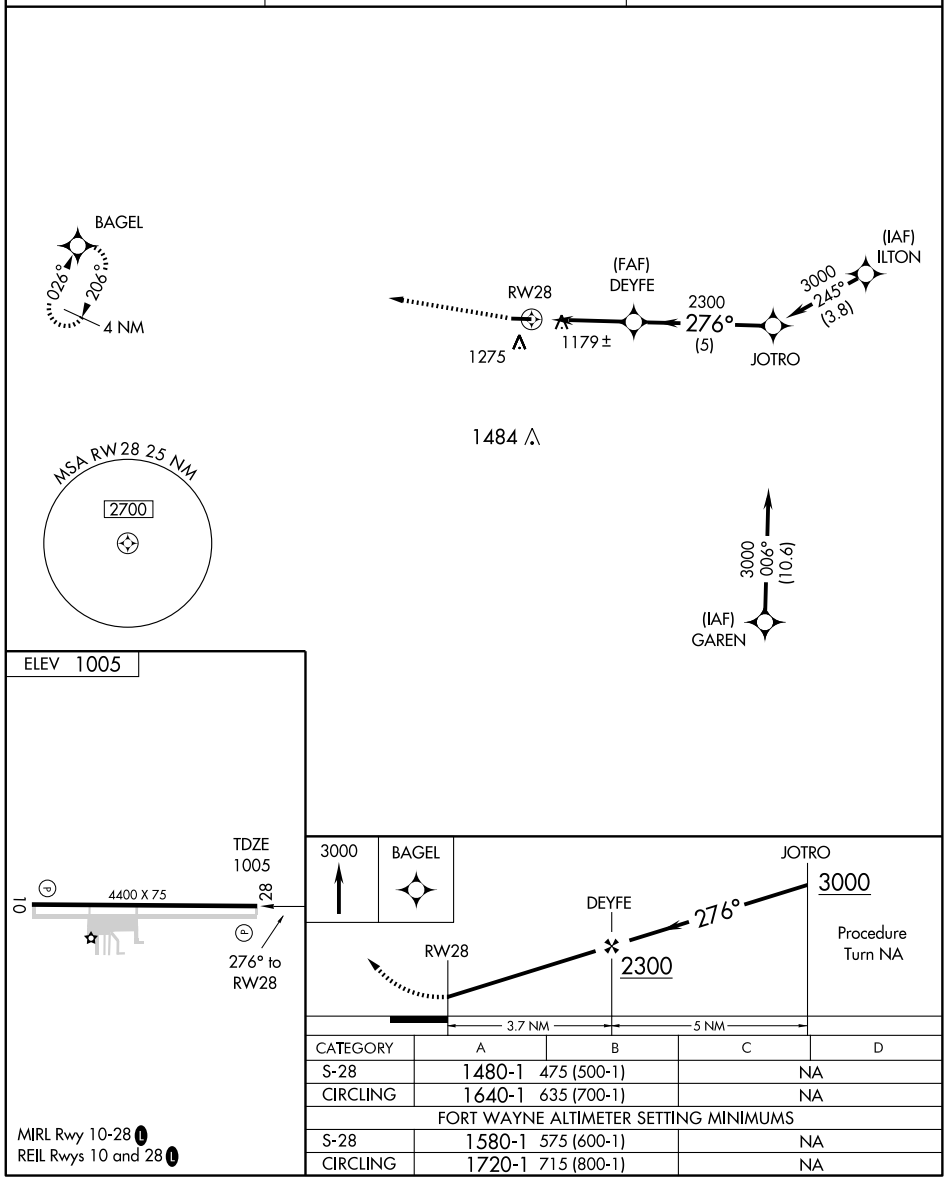
GPS RWY 28
KENDALLVILLE MUNI (C62)

T
NA

Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

MISSED APPROACH: Climb to 3000 direct BAGEL WP and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-28	1480-1 475 (500-1)		NA	
CIRCLING	1640-1 635 (700-1)		NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-28	1580-1 575 (600-1)		NA	
CIRCLING	1720-1 715 (800-1)		NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

KENDALLVILLE, INDIANA

AL-5896 (FAA)

VORTAC FWA	APP CRS	Rwy ldg	N/A
117.8	354°	TDZE	N/A
Chan 125		Apt Elev	1005

VOR/DME-A

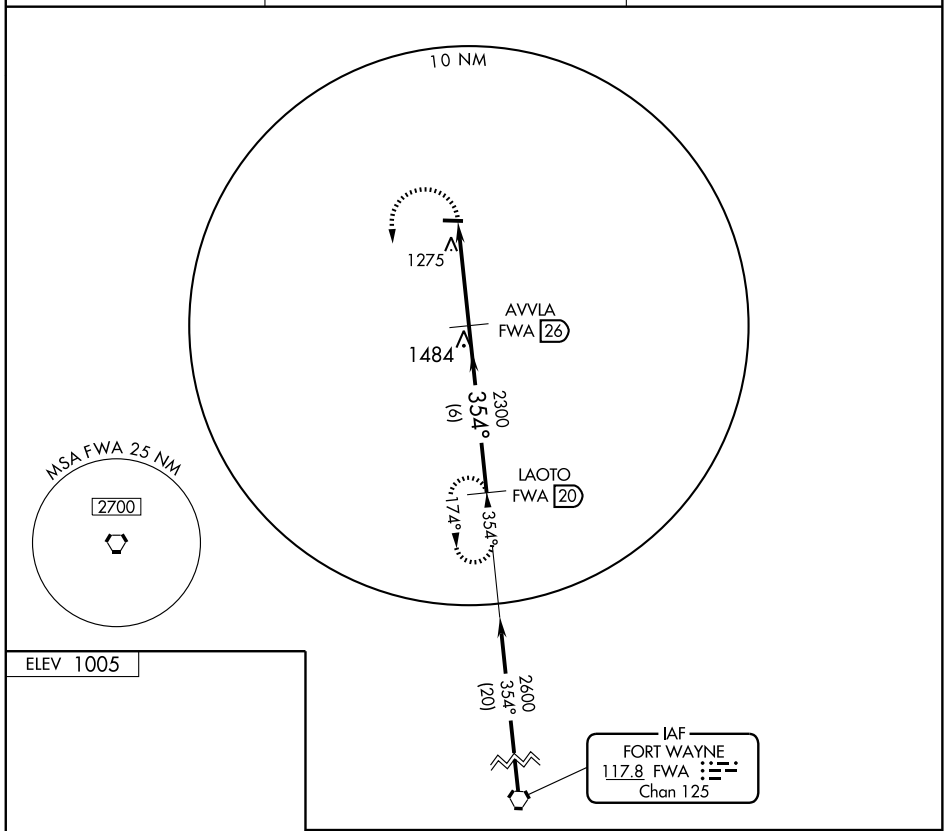
KENDALLVILLE MUNI (C62)

Obtain local altimeter setting on CTAF; when not received use Fort Wayne altimeter setting.

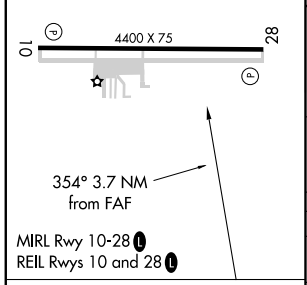
NA

MISSED APPROACH: Climbing left turn to 2600 via FWA R-354 to LAOTO/FWA 20 DME and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
119.925	127.2 284.6	122.8 (CTAF) L

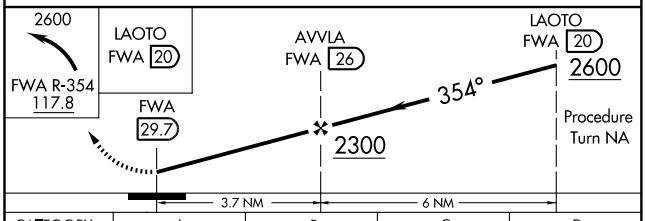


ELEV 1005



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
CIRCLING	1740-1 735 (800-1)	1740-1¼ 735 (800-1¼)	NA	
FORT WAYNE ALTIMETER SETTING MINIMUMS				
CIRCLING	1840-1 835 (900-1)	1840-1¼ 835 (900-1¼)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

KENTLAND, INDIANA

AL-6325 (FAA)

VORTAC BVT	APP CRS	Rwy ldg 3504
115.1	269°	TDZE 698
Chan 98		Apt Elev 698

VOR/DME RNAV or GPS RWY 27

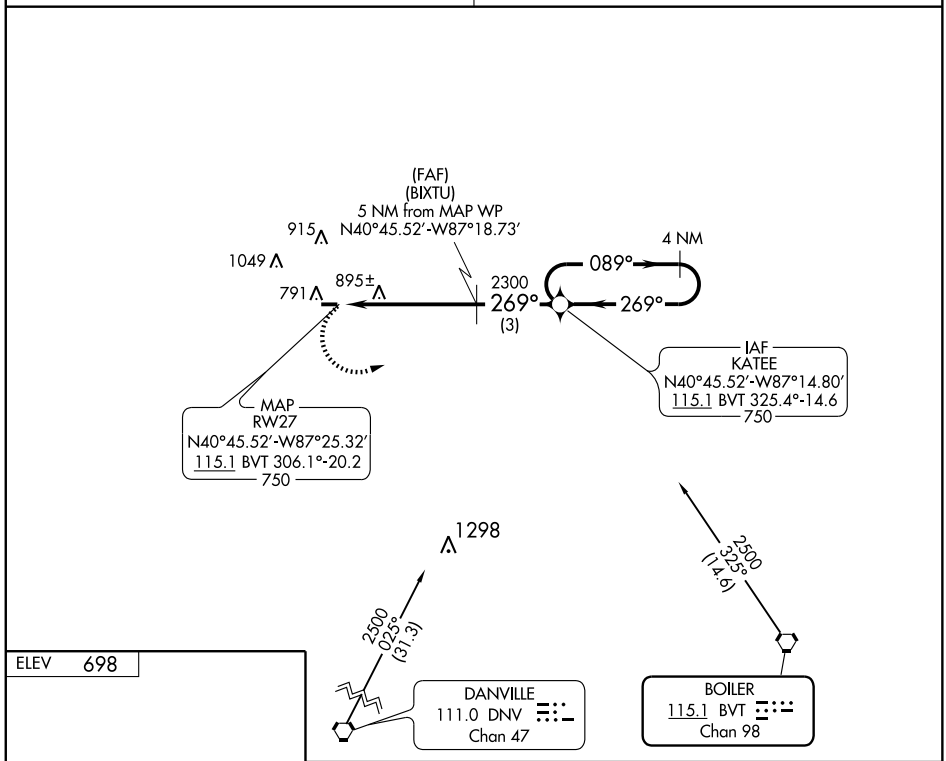
KENTLAND MUNI (5ØI)

Use Lafayette altimeter setting.
ACTIVATE MIRL Rwy 9-27-CTAF.

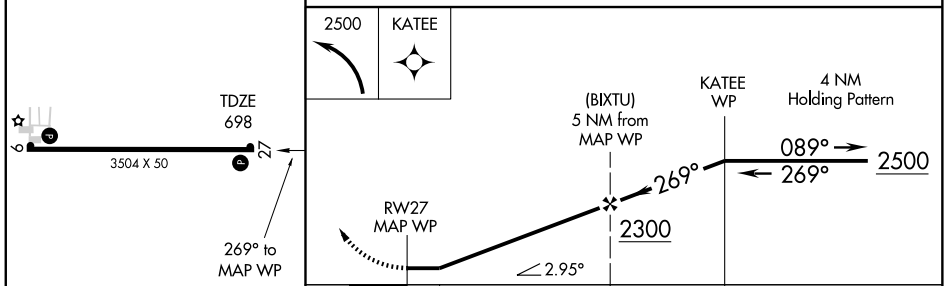
NA

MISSED APPROACH: Climbing left turn to 2500 direct KATEE WP and hold.

CHICAGO CENTER	UNICOM
132.5 258.1	122.8 (CTAF) L



ELEV 698



CATEGORY	A	B	C	D
S-27	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1320-1¾ 622 (700-1¾)	NA

HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

KENTLAND, INDIANA

AL-6325 (FAA)

VORTAC BVT	APP CRS	Rwy ldg	N/A
115.1	306°	TDZE	N/A
Chan 98		Apt Elev	698

VOR or GPS-A

KENTLAND MUNI (5ØI)

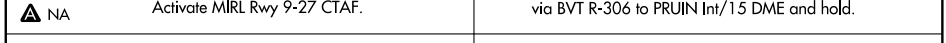
Use Lafayette altimeter setting.
Activate MIRL Rwy 9-27 CTAF.

NA

MISSED APPROACH: Climbing right turn to 2300 via BVT R-306 to PRUIN Int/15 DME and hold.

CHICAGO CENTER	UNICOM
132.5 258.1	122.8 (CTAF) L

ELEV 698



HIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

2300	BVT R-306 115.1	PRUIN INT

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CATEGORY	A	B	C	D
CIRCLING	1300-1 602 (700-1)		1320-1¾ 622 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 87108 W18A	APP CRS 181°	Rwy ldg 4401 TDZE 685 Apt Elev 685

RNAV (GPS) RWY 18

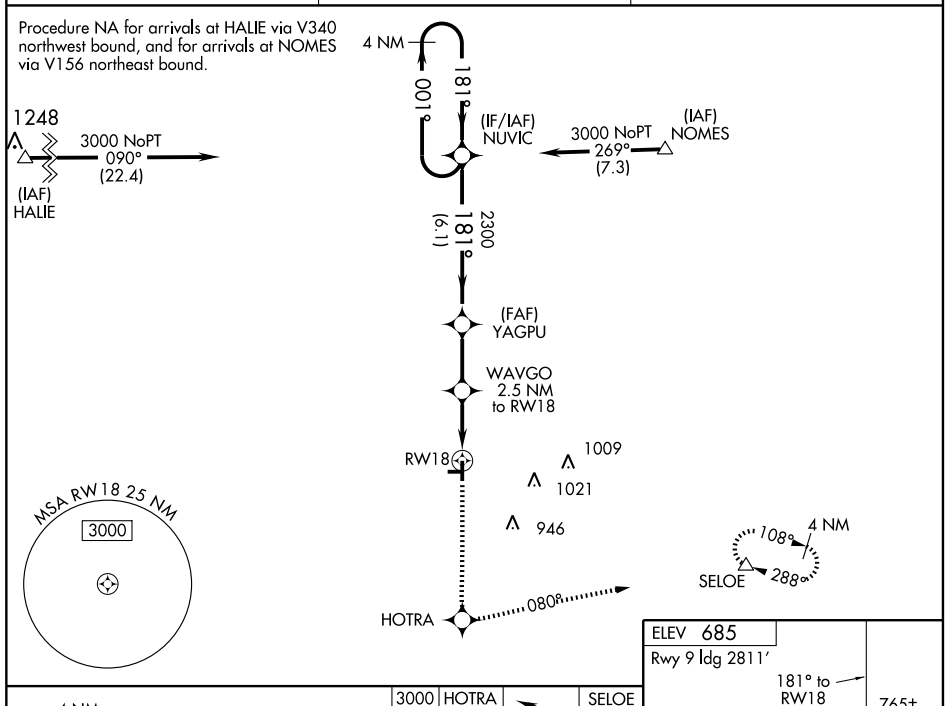
KNOX/STARKE COUNTY (OXI)

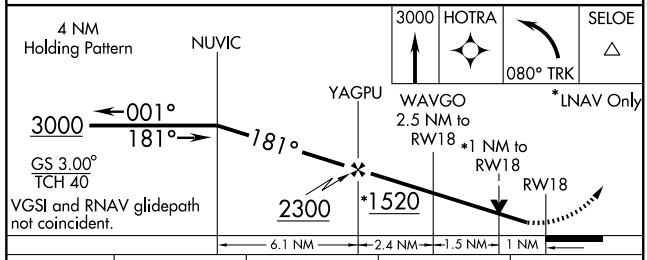
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using South Bend Rgnl altimeter setting. Obtain local altimeter setting on CTAF, when not received use South Bend Rgnl altimeter setting and increase all MDA/DA 80 feet, increase LPV and LNAV/VNAV visibilities ¼ mile all Cats, increase LNAV Cat C, D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOTRA and left turn via 080° track to SELOE and hold.

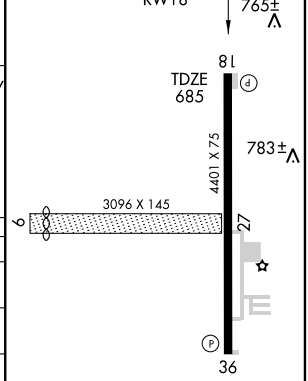
AWOS-3	SOUTH BEND APP CON★	UNICOM
135.775	132.05 257.8	122.8 (CTAF)

Procedure NA for arrivals at HALIE via V340 northwest bound, and for arrivals at NOMES via V156 northeast bound.





CATEGORY	A	B	C	D
LPV DA	935-1 250 (300-1)			
LNAV/VNAV DA	1035-1¼ 350 (400-1¼)			
LNAV MDA	1040-1 355 (400-1)			1040-1¼ 355 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (500-2)



MIRL Rwy 18-36
REIL Rwys 18 and 36

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME OXI 115.6 Chan 103	APP CRS 157°	Rwy ldg 4401 TDZE 685 Apt Elev 685

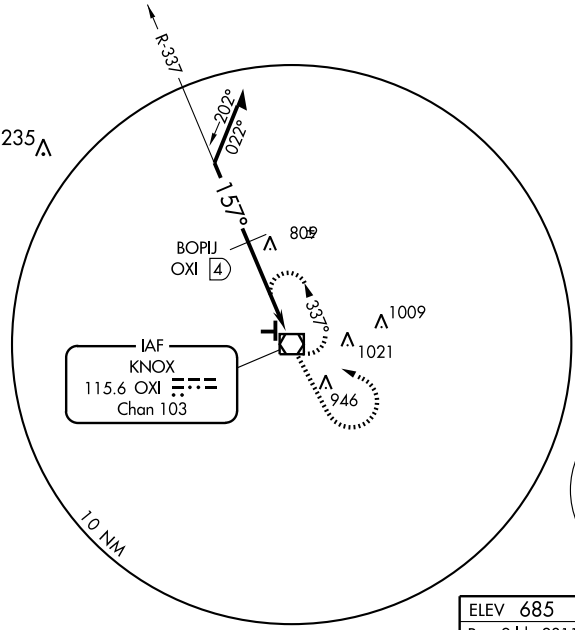
VOR RWY 18

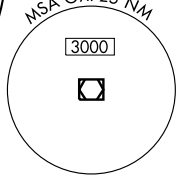
KNOX/STARKE COUNTY (OXI)

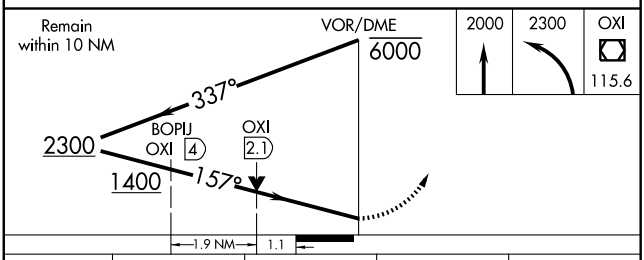
Visibility reduction by helicopters NA. VDP NA when using South Bend altimeter setting. Obtain local altimeter setting on CTAF, when not received, use South Bend altimeter setting and increase all MDA 80 ft. Increase S-18 and circling Cat B, C, D visibilities ¼ mile. BOPIJ fix minimums when using South Bend altimeter setting, increase S-18 Cat C, D visibilities ¼ mile.

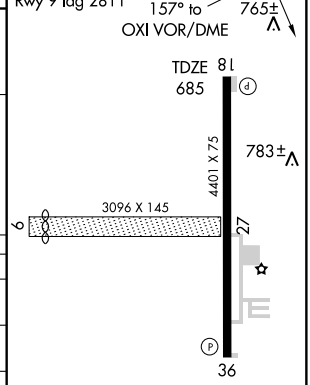
MISSED APPROACH: Climb to 2000, then climbing left turn to 2300 direct OXI VOR/DME and hold. Continue climb-in-hold to 2300.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
135.775	132.05 257.8	122.8 (CTAF)









MIRL Rwy 18-36
REIL Rwys 18 and 36

CATEGORY	A	B	C	D
S-18	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
CIRCLING	1400-1 715 (800-1)		1400-2 715 (800-2)	1400-2¼ 715 (800-2¼)
BOPIJ FIX MINIMUMS				
S-18	1060-1 375 (400-1)			1060-1¼ 375 (400-1¼)
CIRCLING	1100-1 415 (500-1)	1140-1 455 (500-1)	1140-1½ 455 (500-1½)	1240-2 555 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-OKK	APP CRS	Rwy ldg	5201
108.9	227°	TDZE	827
		Apt Elev	830

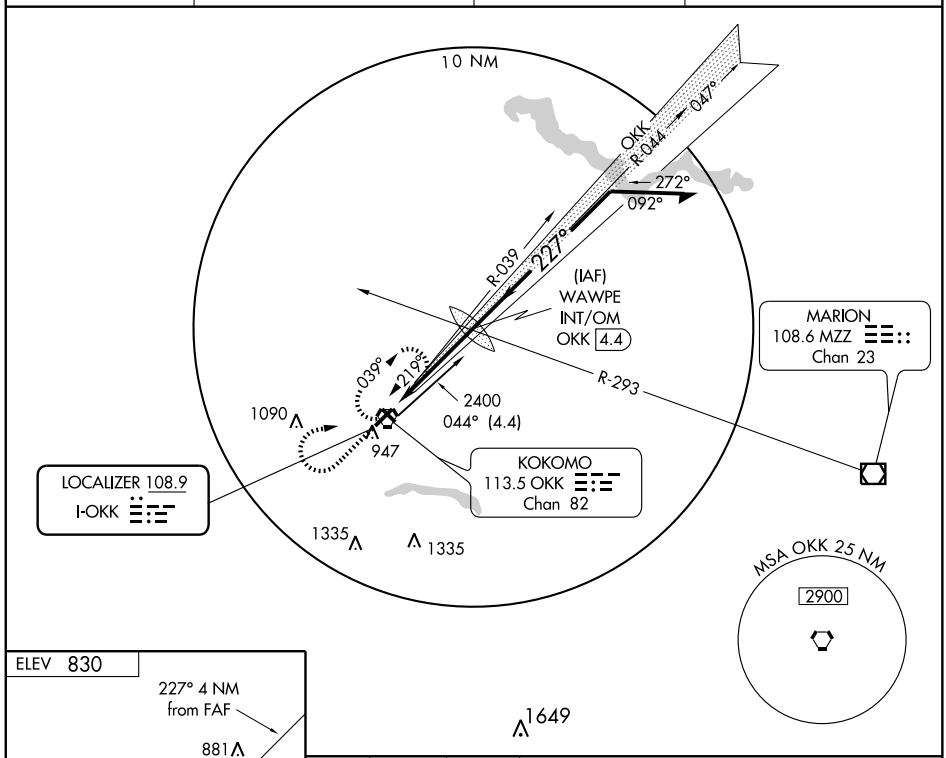
ILS RWY 23
KOKOMO MUNI (OKK)

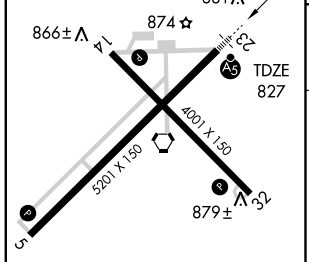
NA

MALSR

MISSED APPROACH: Climb to 2400, then right turn direct OKK VORTAC and hold.

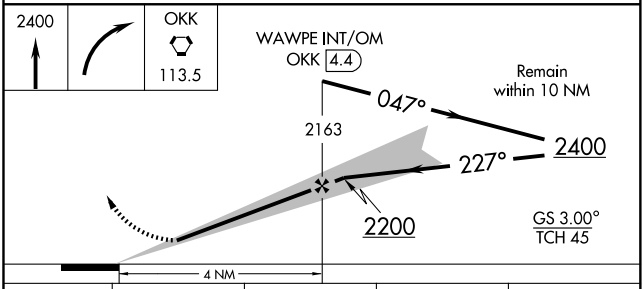
AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L





MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L

FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20



CATEGORY	A	B	C	D
S-ILS 23	1027-½ 200 (200-½)			
S-LOC 23	1220-½ 393 (400-½)			1220-¾ 393 (400-¾)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

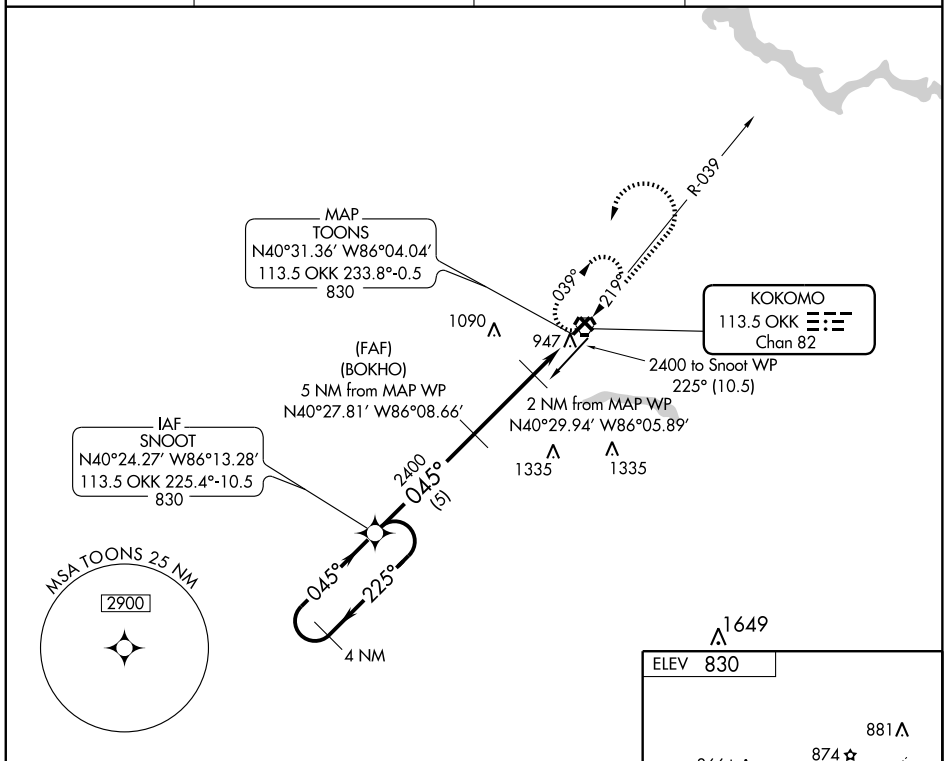
VORTAC OKK 113.5 Chan 82	APP CRS 045°	Rwy ldg 5201 TDZE 830 Apt Elev 830

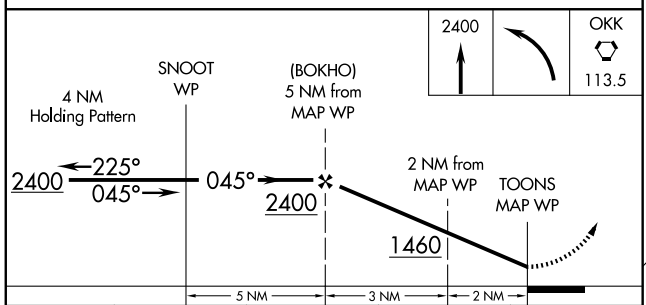
VOR/DME RNAV or GPS RWY 5

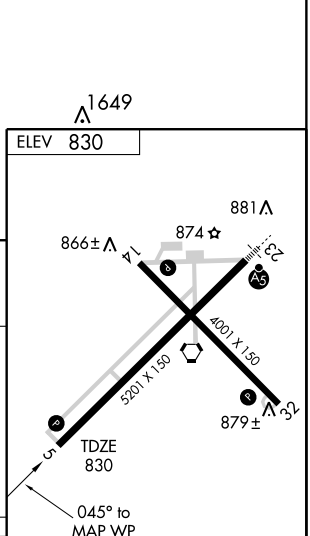
KOKOMO MUNI (OKK)

MISSED APPROACH: Climb to 2400, then left turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1200-1 370 (400-1)			1200-1¼ 370 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L

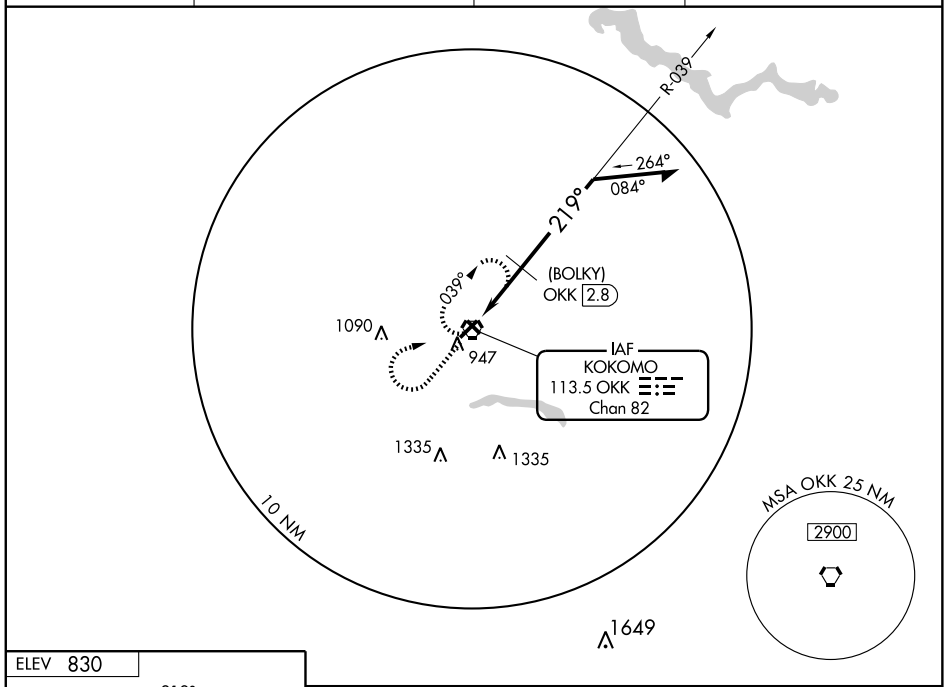
EC-2, 14 JAN 2010 to 11 FEB 2010

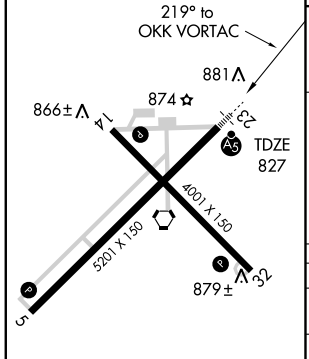
VORTAC OKK 113.5 Chan 82	APP CRS 219°	Rwy ldg 5201 TDZE 827 Apt Elev 830

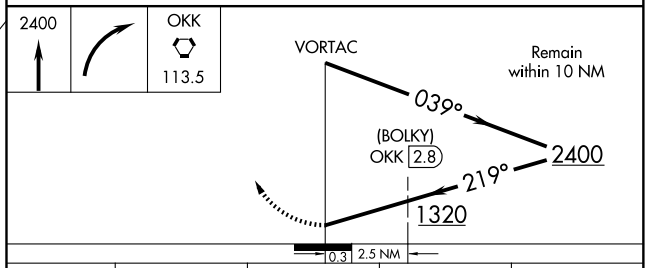
VOR or GPS RWY 23
KOKOMO MUNI (OKK)

Inoperative table does not apply.	MALSR	MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-23	1320-1 493 (500-1)		1320-1¼ 493 (500-1¼)	1320-1½ 493 (500-1½)
CIRCLING	1320-1 490 (500-1)		1320-1½ 490 (500-1½)	1380-2 550 (600-2)
DME MINIMUMS				
S-23	1220-1 393 (400-1)			1220-1¼ 393 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L

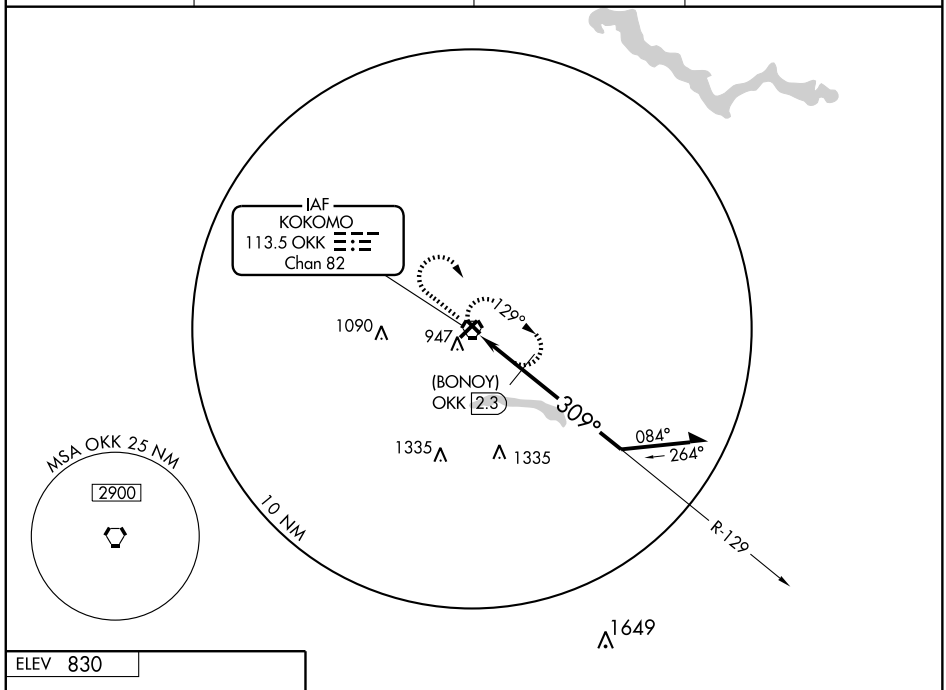
EC-2, 14 JAN 2010 to 11 FEB 2010

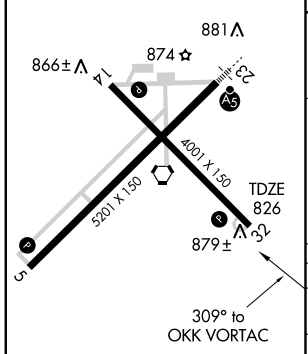
VORTAC OKK 113.5 Chan 82	APP CRS 309°	Rwy ldg 4001 TDZE 826 Apt Elev 830

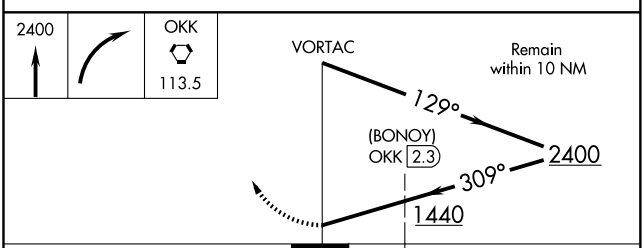
VOR or GPS RWY 32
KOKOMO MUNI (OKK)

MISSED APPROACH: Climb to 2400 then right turn direct OKK VORTAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-32	1440-1 614 (700-1)		1440-1¾ 614 (700-1¾)	1440-2 614 (700-2)
CIRCLING	1440-1 610 (700-1)		1440-1¾ 610 (700-1¾)	1440-2 610 (700-2)
DME MINIMUMS				
S-32	1200-1 374 (400-1)			1200-1¼ 374 (400-1¼)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)

MIRL Rwy 14-32 L
REIL Rwys 5, 14 and 32 L
HIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-PPO	APP CRS	Rwy ldg	5000
110.95	023°	TDZE	805
		Apt Elev	812

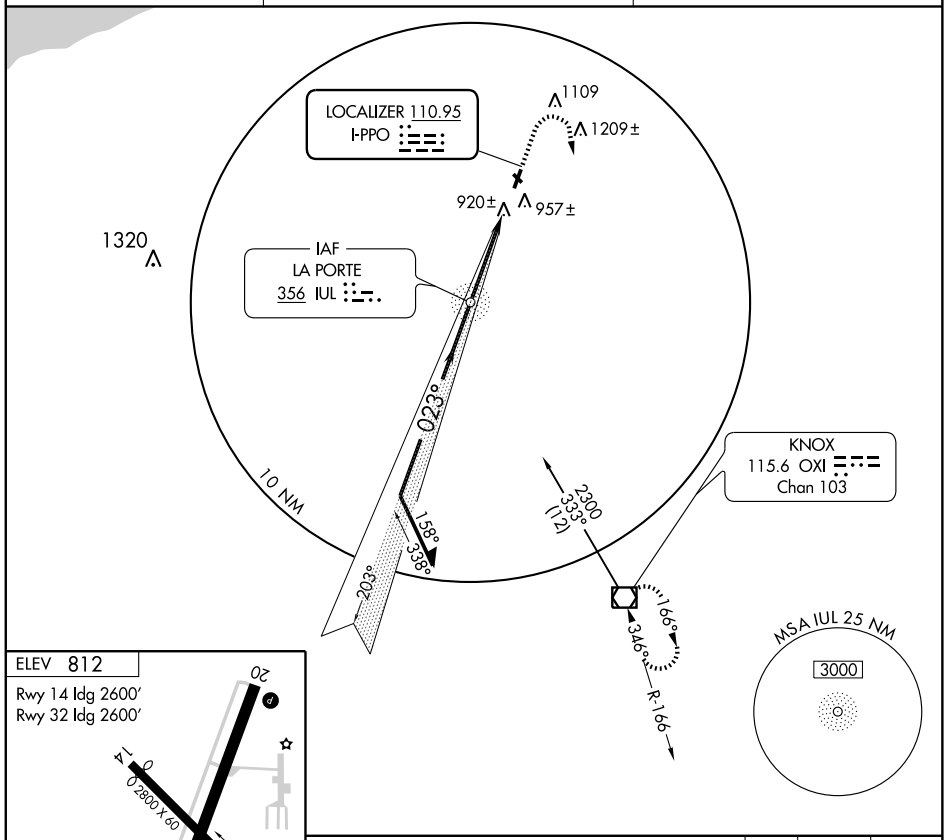
LOC/NDB RWY 2
LA PORTE MUNI (PPO)

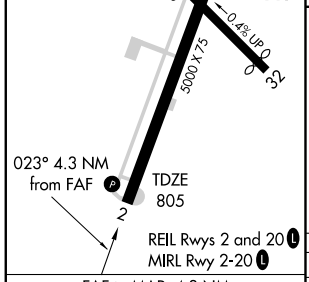
NA

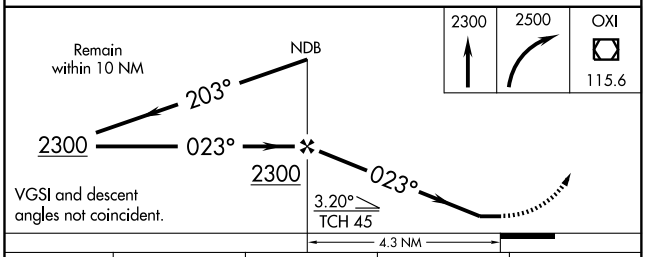
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2300 then climbing right turn to 2500 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
S-2	1220-1 415 (500-1)		1220-1¼ 415 (500-1¼)	
CIRCLING	1320-1 508 (600-1)		1320-1½ 508 (600-1½)	1380-2 568 (600-2)

APP CRS	Rwy ldg	5000
023°	TDZE	805
	Apt Elev	812

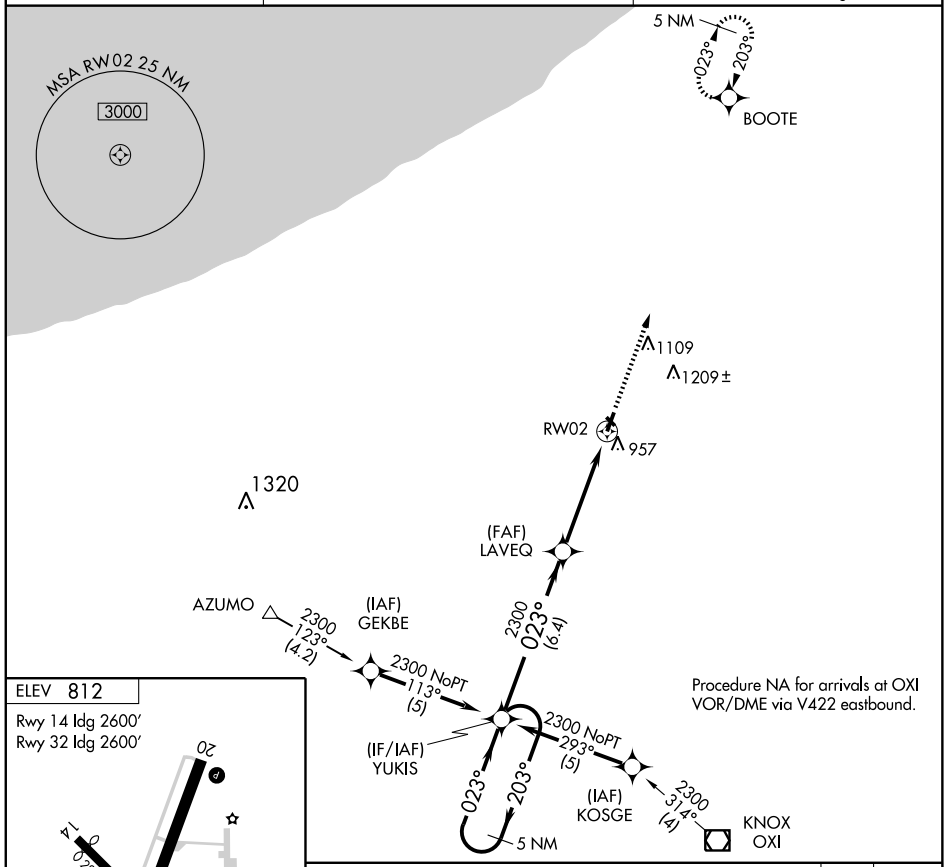
RNAV (GPS) RWY 2
LA PORTE MUNI (PPO)

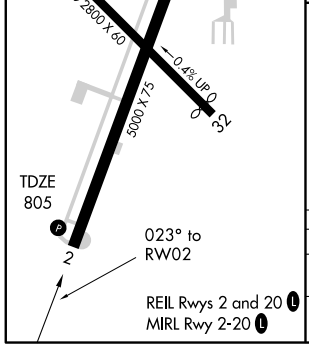
T
A NA

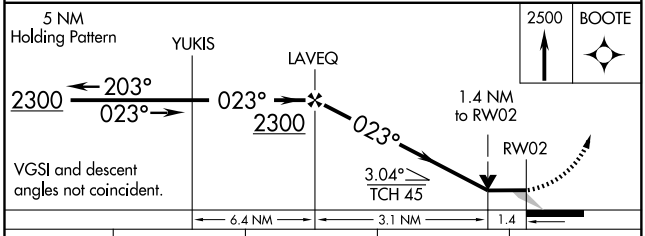
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct BOOTE and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1260-1	455 (500-1)	1260-1¼ 455 (500-1¼)	1260-1½ 455 (500-1½)
CIRCLING	1320-1	508 (600-1)	1320-1½ 508 (600-1½)	1380-2 568 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
203°	TDZE	812
	Apt Elev	812

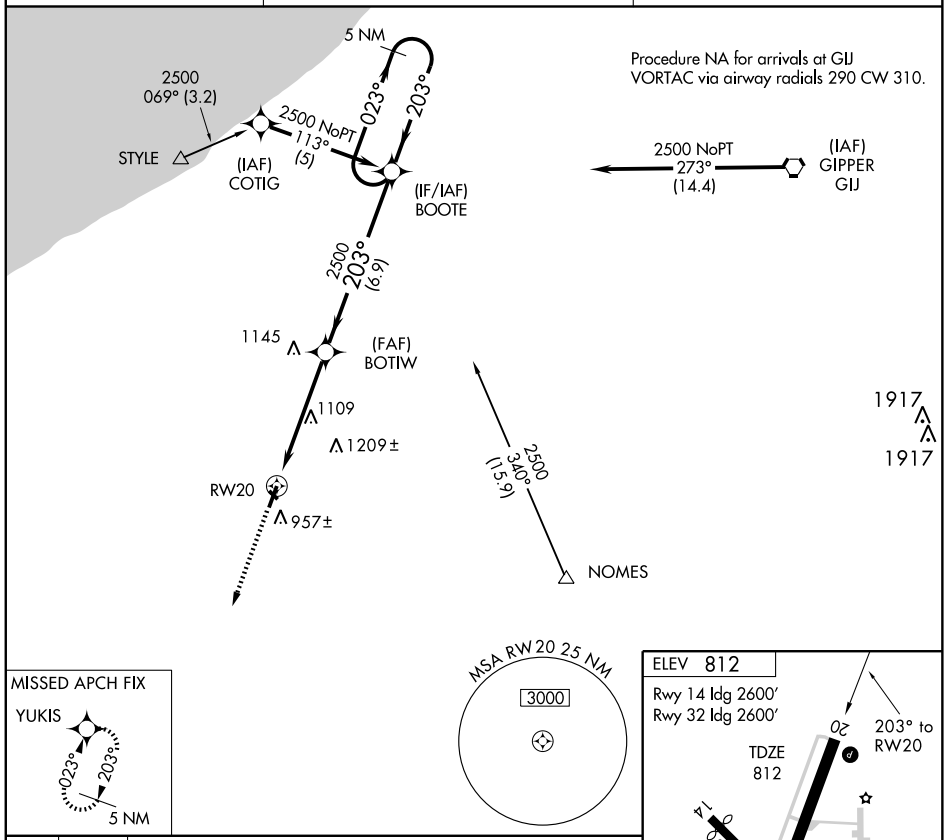
RNAV (GPS) RWY 20
LA PORTE MUNI (PPO)

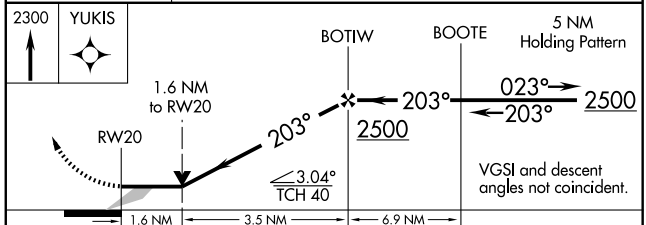
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA with South Bend altimeter setting.

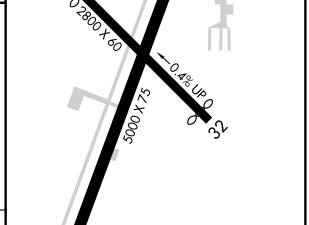
NA

MISSED APPROACH: Climb to 2300 direct YUKIS and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L







REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

CATEGORY	A	B	C	D
LNAV MDA	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
CIRCLING	1420-1	608 (700-1)	1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)

VOR/DME OXI	APP CRS	Rwy ldg	N/A
115.6	346°	TDZE	N/A
Chan 103		Apt Elev	812

VOR-A

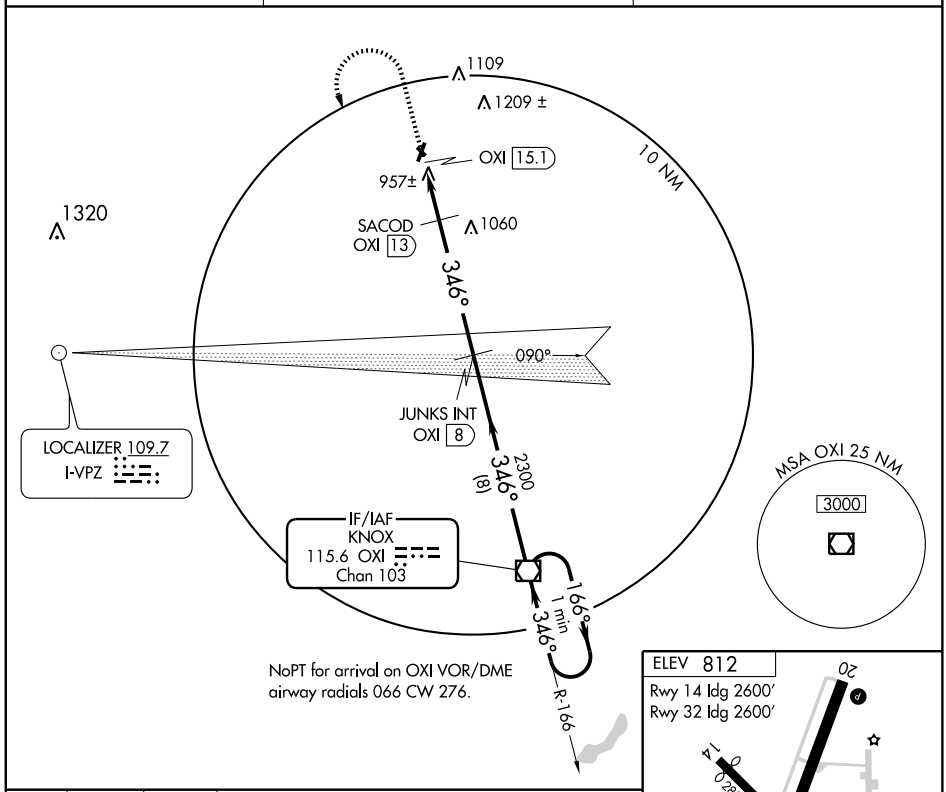
LA PORTE MUNI (PPO)

NA

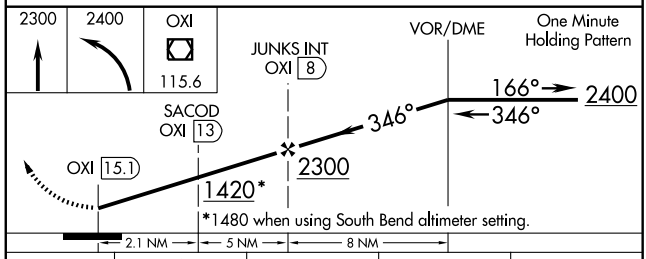
If local altimeter setting not received, use South Bend altimeter setting and increase all MDAs 60 feet.

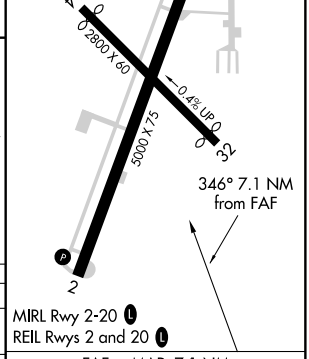
MISSED APPROACH: Climb to 2300 then climbing left turn to 2400 direct OXI VOR/DME and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
119.825	132.05 257.8	123.0 (CTAF) L



NoPT for arrival on OXI VOR/DME airway radials 066 CW 276.





CATEGORY	A	B	C	D
CIRCLING	1420-1 608 (700-1)		1420-1¾ 608 (700-1¾)	1420-2 608 (700-2)
SACOD FIX MINIMUMS				
CIRCLING	1320-1 508 (600-1)		1320-1½ 508 (600-1½)	1380-2 568 (600-2)

FAF to MAP 7.1 NM

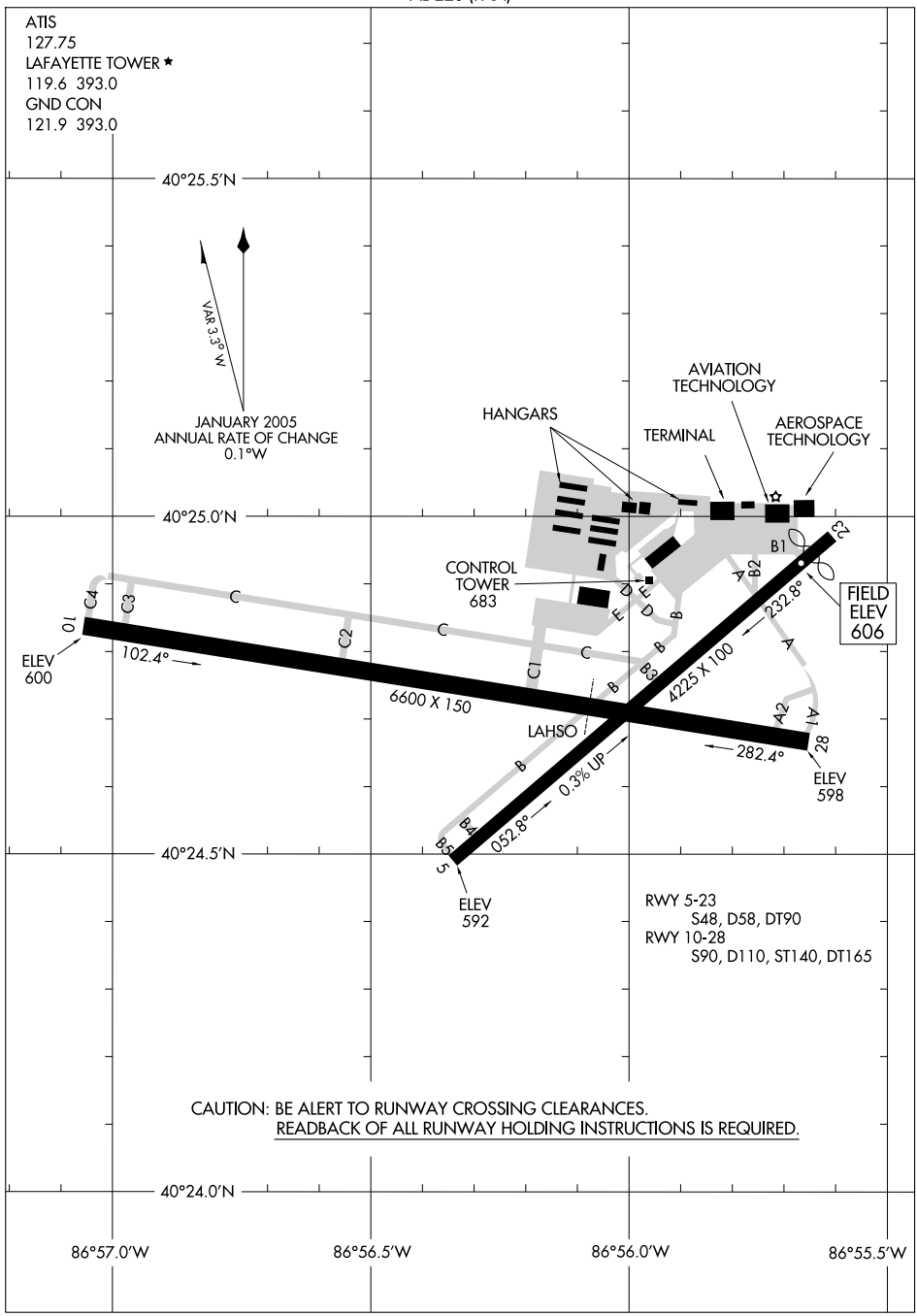
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

EC-2. 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

AL-220 (FAA)

LAFAYETTE/ PURDUE UNIVERSITY (LAF)
LAFAYETTE, INDIANA



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-LAF	APP CRS	Rwy ldg	6600
110.3	100°	TDZE	601
		Apt Elev	606

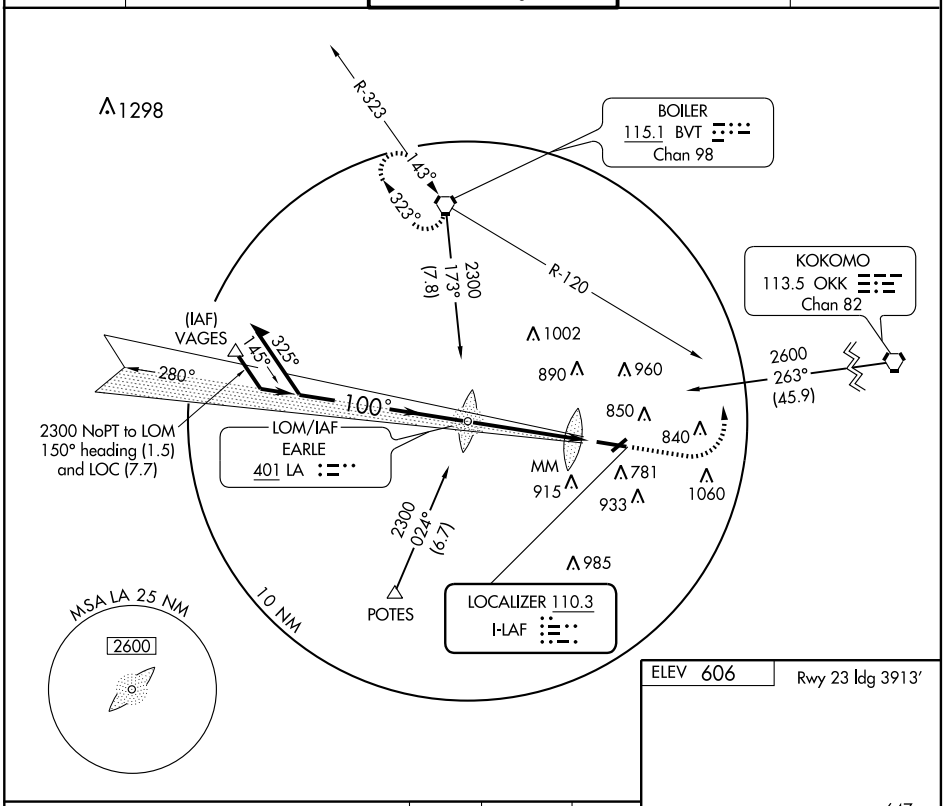
ILS RWY 10

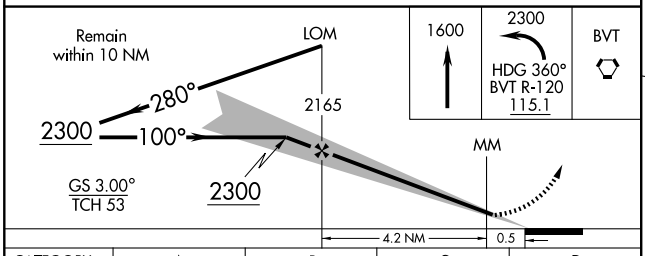
LAFAYETTE / PURDUE UNIVERSITY (LAF)

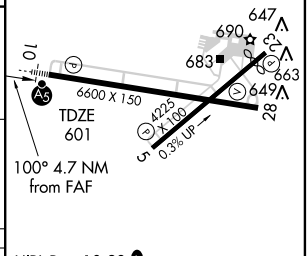
MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2300 via heading 360° and BVT R-120 to BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER *	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
S-ILS 10	801-½ 200 (200-½)			
S-LOC 10	1060-½ 459 (500-½)		1060-¾ 459 (500-¾)	1060-1 459 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS Ch 45902 W10A	APP CRS 100°	Rwy ldg 6600 TDZE 601 Apt Elev 606

RNAV (GPS) RWY 10

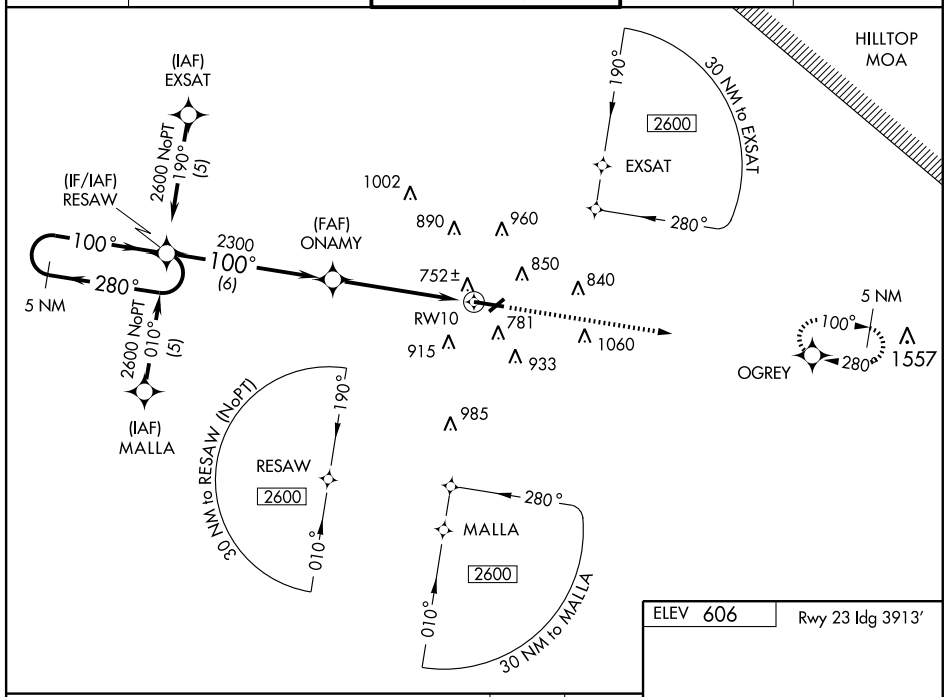
LAFAYETTE / PURDUE UNIVERSITY (LAF)

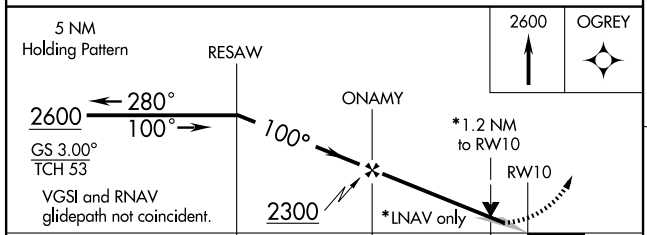
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. VDP NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV all Cats visibility to 1 mile. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2600 direct OGREY and hold.

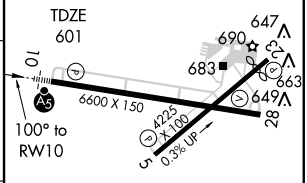
ATIS	CHICAGO CENTER	LAFAYETTE TOWER *	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95





CATEGORY	A	B	C	D
LPV DA	877-½ 276 (300-½)			
LNAV/ VNAV DA	1083-1¼ 482 (500-1¼)			
LNAV MDA	1040-½ 439 (500-½)		1040-¾ 439 (500-¾)	1040-1 439 (500-1)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

ELEV 606 Rwy 23 ldg 3913'



HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

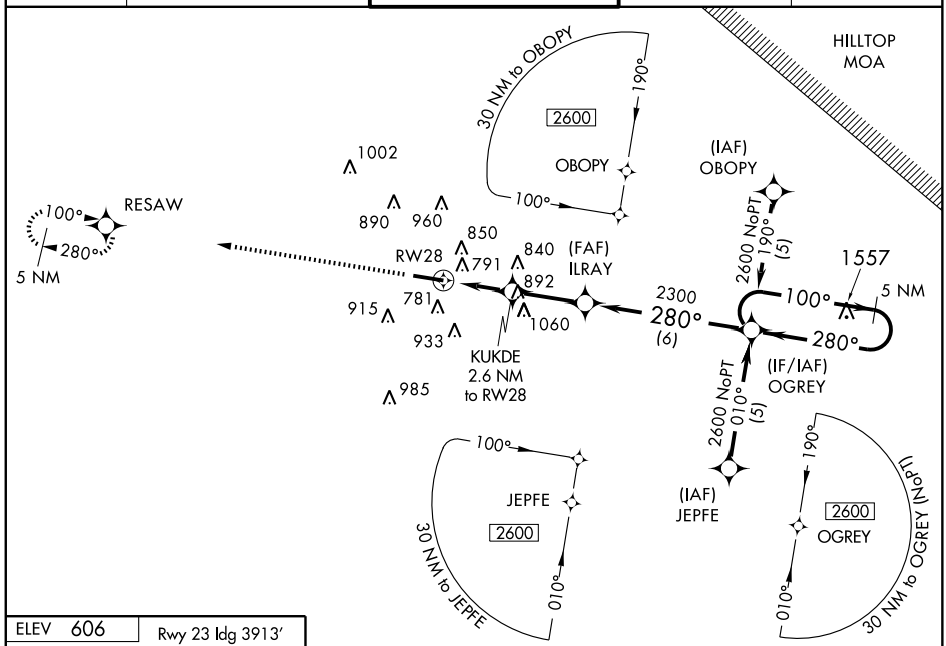
WAAS CH 82103 W28A	APP CRS 280°	Rwy ldg 6600 TDZE 598 Apt Elev 606

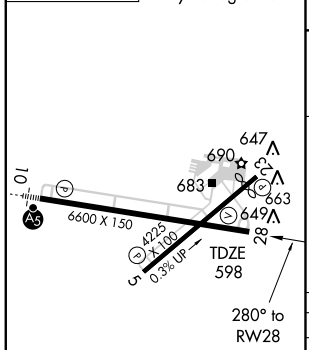
RNAV (GPS) RWY 28
LAFAYETTE / PURDUE UNIVERSITY (LAF)

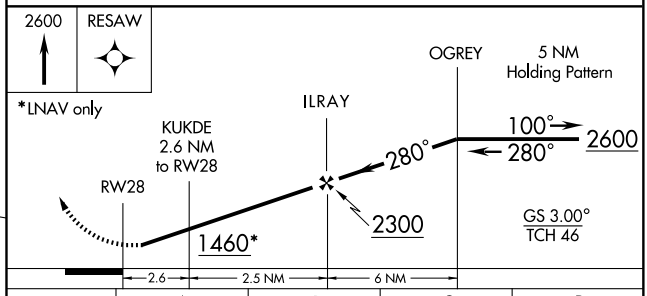
If local altimeter setting not received, use Vermilion Rgnl altimeter setting and increase all DAs 89 feet, all MDAs 100 feet. Baro-VNAV NA when using Vermilion Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct RESAW and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95







CATEGORY	A	B	C	D
LPV DA	856-1 258 (300-1)			
LNAV/VNAV DA	1125-1¾ 527 (600-1¾)			
LNAV MDA	1060-1 462 (500-1)		1060-1¼ 462 (500-1¼)	1060-1½ 462 (500-1½)
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC BVT	APP CRS	Rwy ldg	N/A
115.1	143°	TDZE	N/A
Chan 98		Apt Elev	606

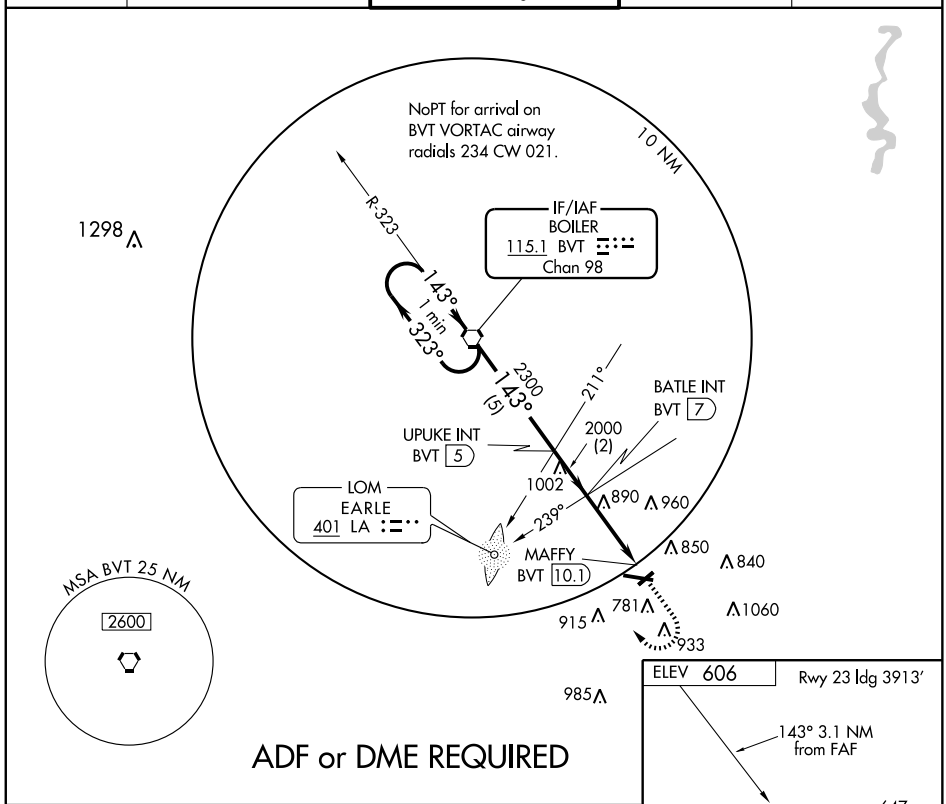
VOR-A

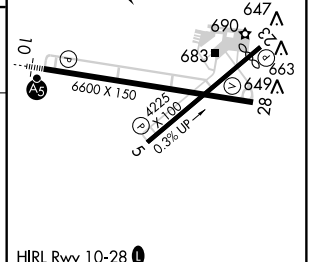
LAFAYETTE / PURDUE UNIVERSITY (LAF)

When local altimeter setting not received, use Danville altimeter setting and increase all MDAs 100 feet and visibility Cats C and D ½ mile.

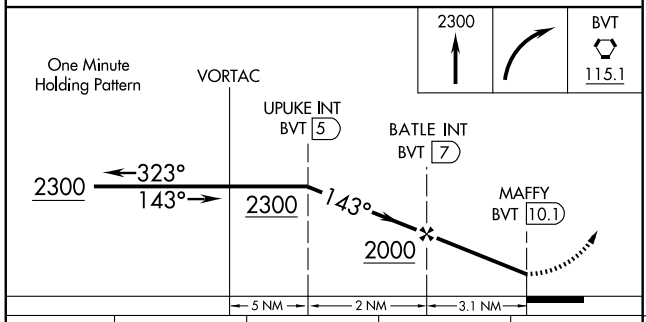
MISSED APPROACH: Climb to 2300 then right turn direct BVT VORTAC and hold.

ATIS	CHICAGO CENTER	LAFAYETTE TOWER ★	GND CON	UNICOM
127.75	123.85 343.95	119.6 (CTAF) L 393.0	121.9 393.0	122.95





HIRL Rwy 10-28 L
REIL Rwys 5, 23 and 28 L
MIRL Rwy 5-23



CATEGORY	A	B	C	D
CIRCLING	1160-1 554 (600-1)		1160-1½ 554 (600-1½)	1320-2¼ 714 (800-2¼)

FAF to MAP 3.1 NM					
Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4262
090°	TDZE	736
	Apt Elev	738

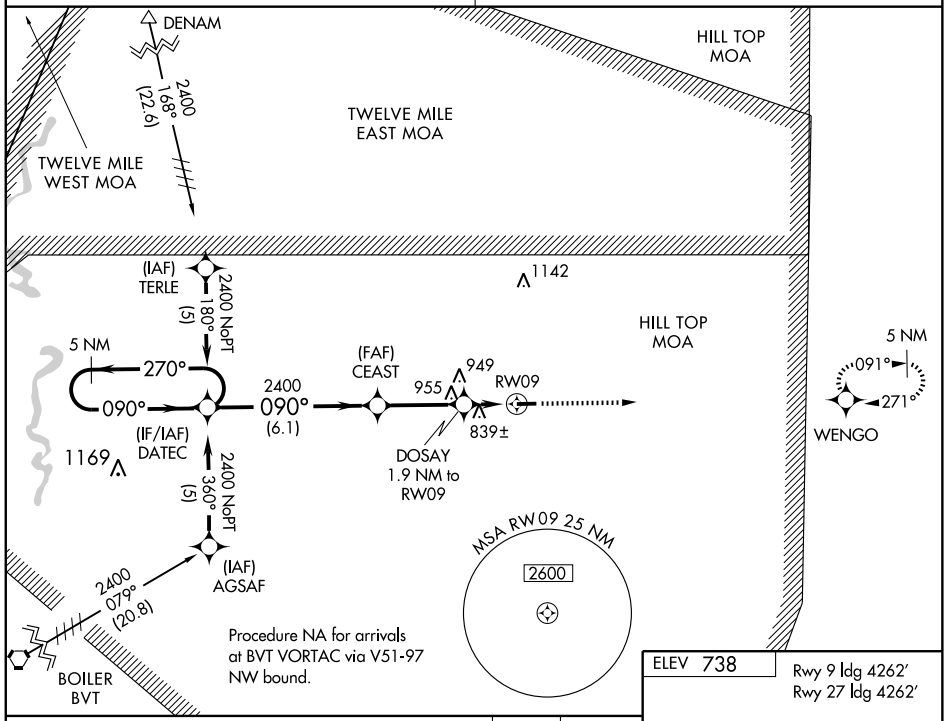
RNAV (GPS) RWY 9
LOGANSPORT/CASS COUNTY (GGP)

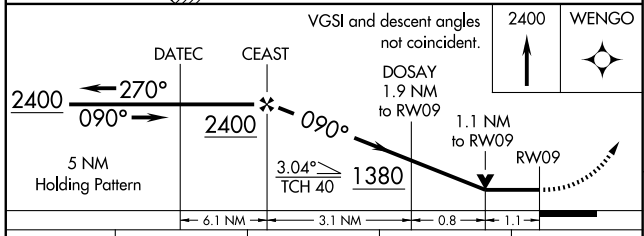
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting. VDP NA when using Lafayette altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct WENGO and hold.

GRISSOM APP CON★ 121.05 379.3

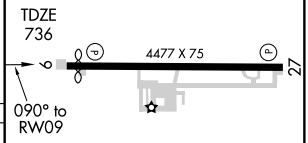
UNICOM 122.8 (CTAF) L





ELEV 738

Rwy 9 ldg 4262′
Rwy 27 ldg 4262′



CATEGORY	A	B	C	D
LNAV MDA	1100-1 364 (400-1)			1100-1¼ 364 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
	LAFAYETTE ALTIMETER SETTING MINIMUMS			
LNAV MDA	1180-1 444 (500-1)		1180-1¼ 444 (500-1¼)	1180-1½ 444 (500-1½)
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 L

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 70703 W27A	APP CRS 270°	Rwy ldg 4262 TDZE 738 Apt Elev 738

RNAV (GPS) RWY 27
LOGANSPORT/CASS COUNTY (GGP)

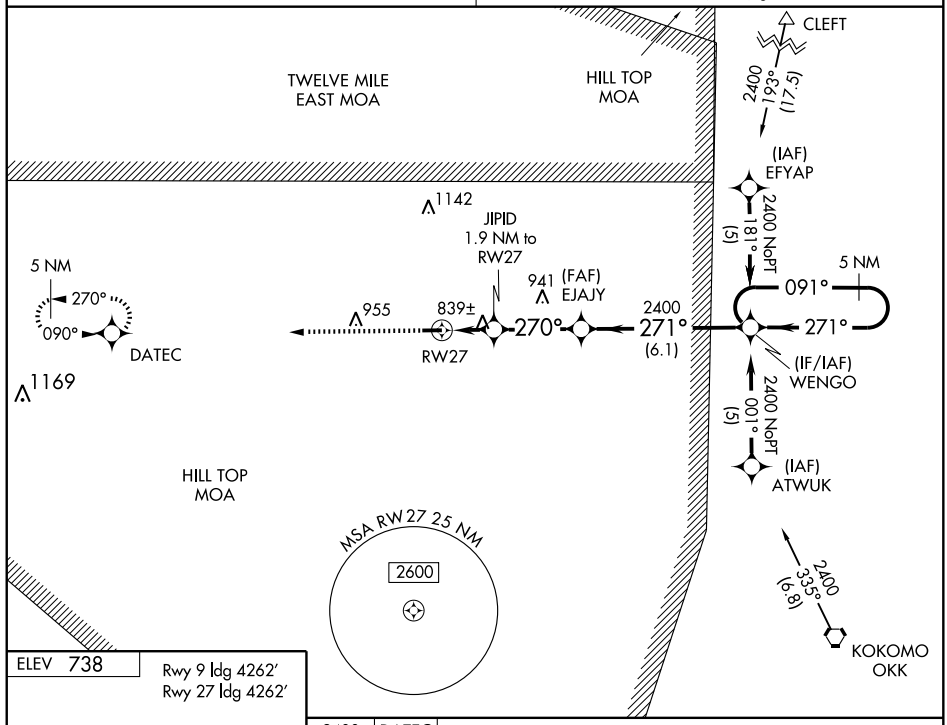
T
A NA

Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting and increase DA 91 feet and visibility all Cats ¼ mile; increase all MDAs 100 feet and LNAV visibility Cats C and D ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct DATEC and hold.

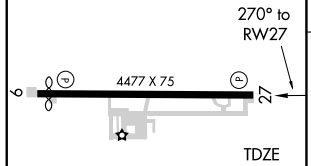
GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) L

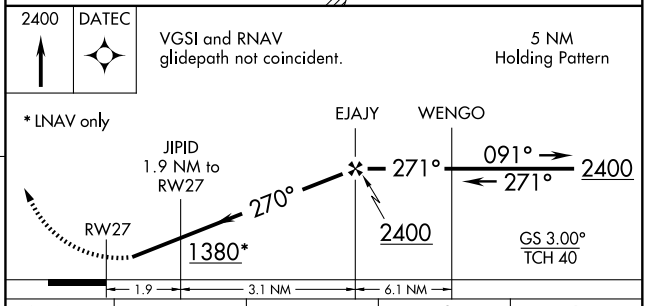


ELEV 738

Rwy 9 ldg 4262′
Rwy 27 ldg 4262′



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LPV DA	988-1 250 (300-1)			
LNAV MDA	1100-1 362 (400-1)			1100-1¼ 362 (400-1¼)
CIRCLING	1140-1 402 (500-1)	1200-1 462 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC OKK	APP CRS	Rwy ldg	N/A
113.5	307°	TDZE	N/A
Chan 82		Apt Elev	738

VOR-A

LOGANSPORT/CASS COUNTY (GGP)

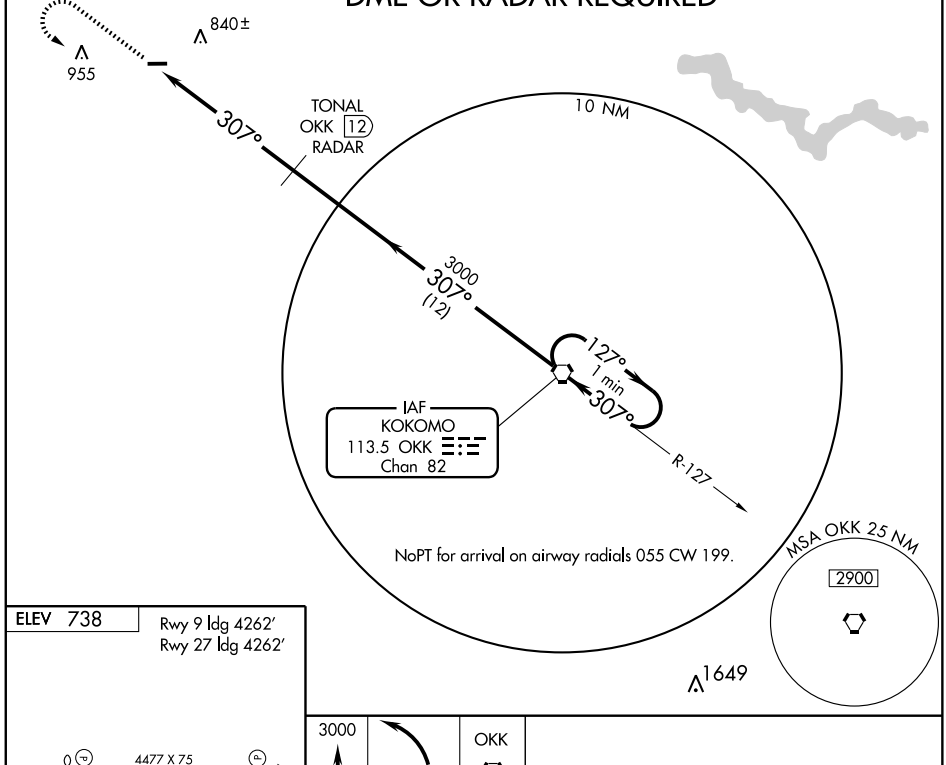
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn via OKK R-307 to OKK VORTAC and hold.

GRISSOM APP CON ★
121.05 379.3

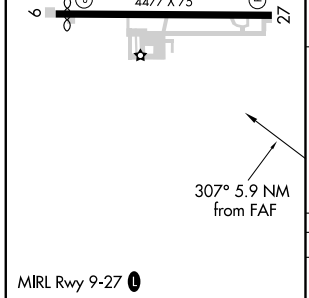
UNICOM
122.8 (CTAF) L

DME OR RADAR REQUIRED

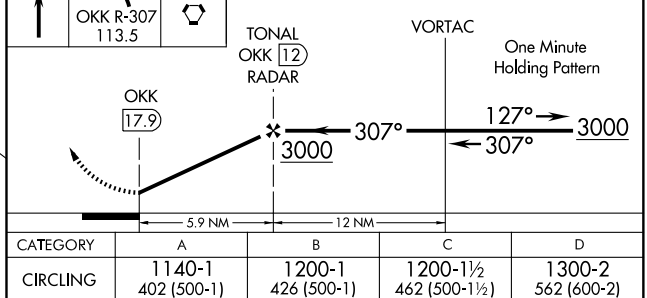


ELEV 738

Rwy 9 ldg 4262′
Rwy 27 ldg 4262′



MIRL Rwy 9-27 L



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

CATEGORY	A	B	C	D
CIRCLING	1140-1 402 (500-1)	1200-1 426 (500-1)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTING MINIMUMS				
CIRCLING	1240-1 502 (600-1)		1240-1½ 502 (600-1½)	1400-2 662 (700-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC OKK	APP CRS	Rwy ldg 4262
113.5	270°	TDZE 738
Chan 82		Apt Elev 738

VOR/DME RNAV RWY 27

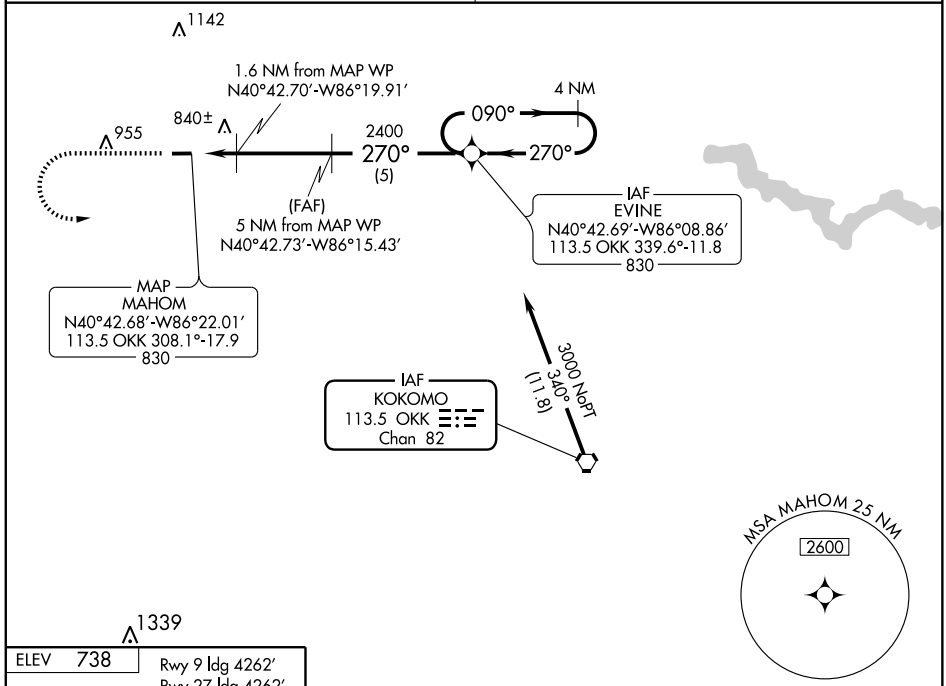
LOGANSPORT/CASS COUNTY (GGP)

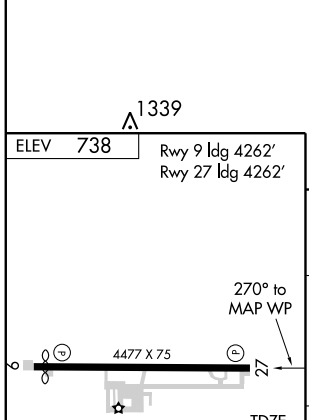
Obtain local altimeter setting on CTAF; when not received, use Lafayette altimeter setting.

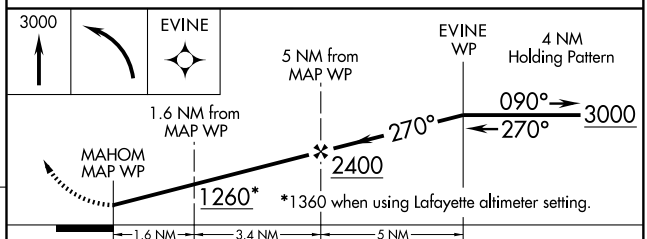
MISSED APPROACH: Climb to 3000, then left turn direct EVINE WP and hold.

GRISSOM APP CON ★
121.05 379.3

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
S-27	1100-1 362 (400-1)	1100-1¼ 362 (400-1¼)	1100-1½ 362 (400-1½)	1100-1¾ 362 (400-1¾)
CIRCLING	1140-1 402 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1300-2 562 (600-2)
LAFAYETTE ALTIMETER SETTINGS MINIMUMS				
S-27	1200-1 462 (500-1)	1200-1¼ 462 (500-1¼)	1200-1½ 462 (500-1½)	1200-1¾ 462 (500-1¾)
CIRCLING	1240-1 502 (600-1)	1240-1¼ 502 (600-1¼)	1240-1½ 502 (600-1½)	1400-2 662 (700-2)

MIRL Rwy 9-27 L

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC EON	APP CRS	Rwy ldg	N/A
113.2	278°	TDZE	N/A
Chan 79		Apt Elev	675

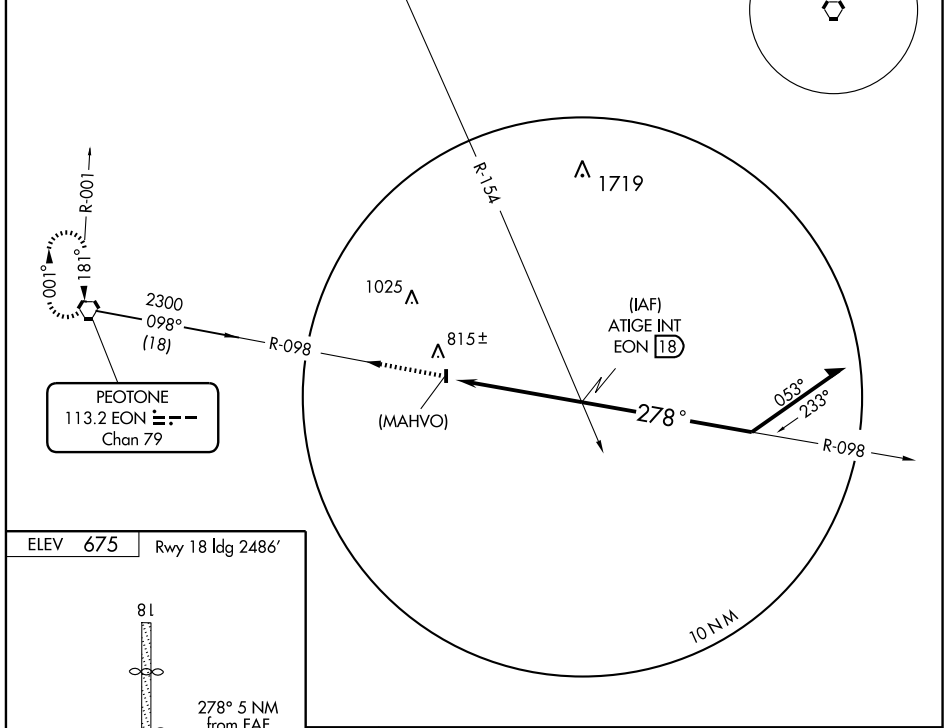
VOR or GPS-A
LOWELL (C97)

Use Chicago Midway Intl Airport altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.

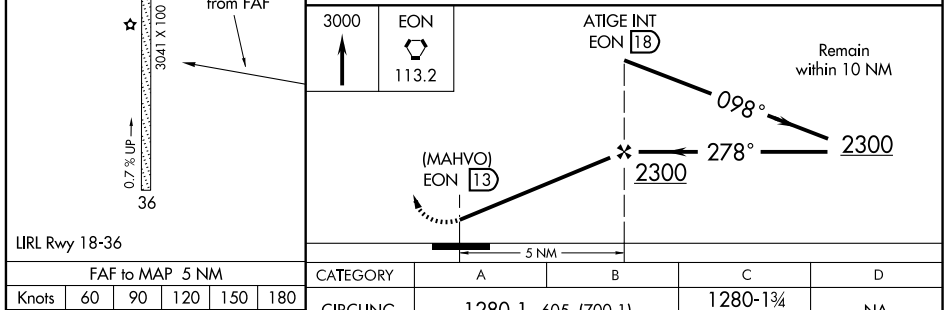
NA

MISSED APPROACH: Climb to 3000 direct EON VORTAC and hold.

CHICAGO CENTER	CTAF
132.95 272.7	122.9



ELEV 675 Rwy 18 ldg 2486'



LIRL Rwy 18-36

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1280-1 605 (700-1)		1280-1¾ 605 (700-1¾)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 45708 W03A	APP CRS 035°	Rwy ldg 4742 TDZE 812 Apt Elev 819

RNAV (GPS) RWY 3
MADISON MUNI (IMS)

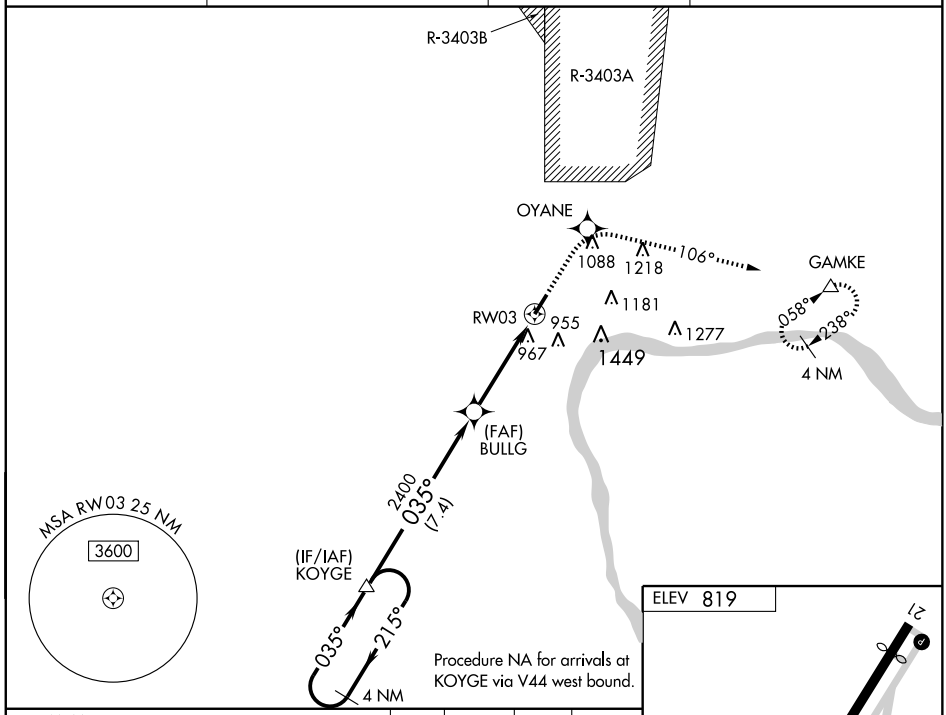
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all DA 115 feet, all MDA 120 feet, and increase LPV Cats A/B/C visibility ¼ mile, LNAV/VNAV Cats A/B/C visibility ½ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

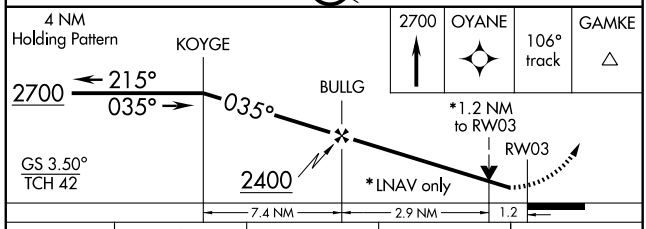
NA

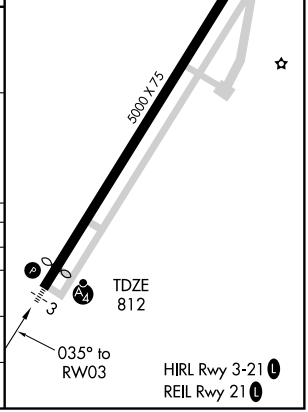
MALSF

MISSED APPROACH: Climb to 2700 direct OYANE and via 106° track to GAMKE and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1203-1¼ 391 (400-1¼)			NA
LNAV/VNAV DA	1321-1½ 509 (600-1½)			NA
LNAV MDA	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC ABB	APP CRS	Rwy ldg	4742
112.4	037°	TDZE	812
Chan 71		Apt Elev	819

VOR/DME RWY 3
MADISON MUNI (IMS)

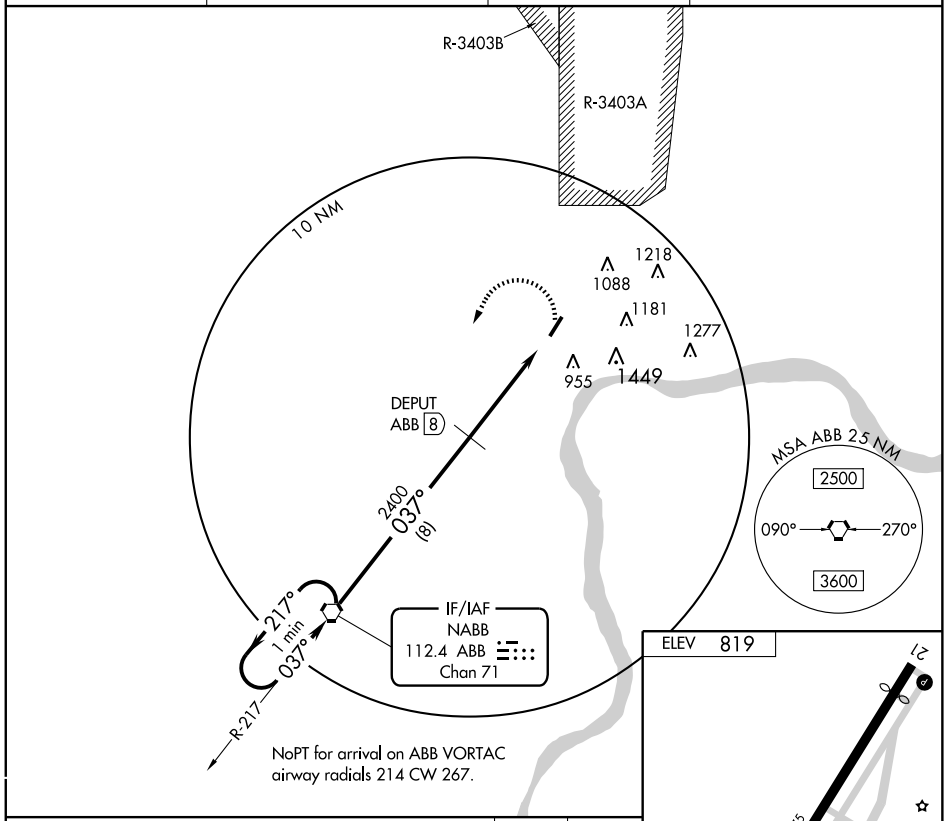
Visibility reduction by helicopters NA. VDP NA when using Bowman Field altimeter setting. When local altimeter setting not received, use Bowman Field altimeter setting and increase all MDA 120 feet and S-3 Cat C visibility ½ mile, Circling Cat C visibility ¼ mile.

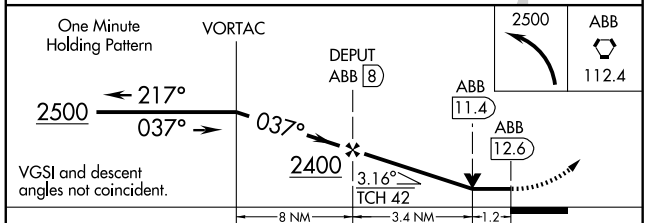
NA

MALSF

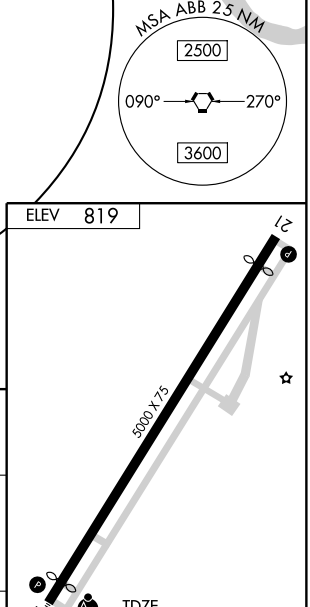
MISSED APPROACH: Climbing left turn to 2500 direct ABB VORTAC and hold.

AWOS-3	LOUISVILLE APP CON	GCO	UNICOM
119.175	132.075 327.0	121.725	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-3	1300-1 488 (500-1)		1300-1¼ 488 (500-1¼)	NA
CIRCLING	1340-1 521 (600-1)		1340-1½ 521 (600-1½)	NA



LOC I-MZZ	APP CRS	Rwy ldg	6000
111.7	041°	TDZE	859
		Apt Elev	859

ILS or LOC RWY 4
MARION MUNI (MZZ)

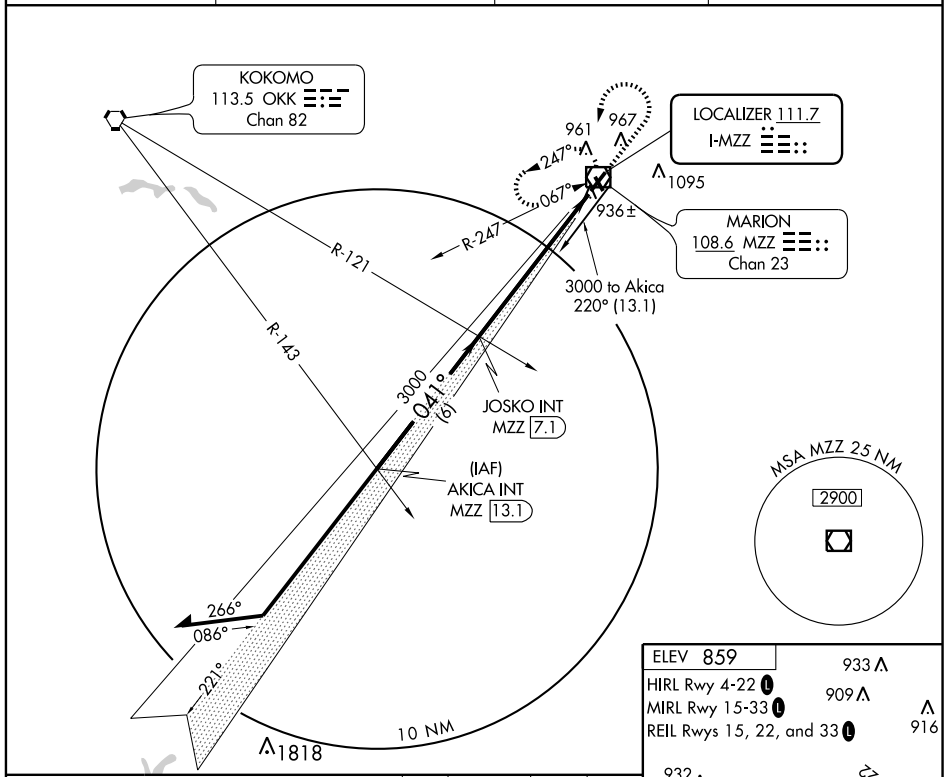
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DH/MDAs 100 feet. For inoperative MALSR increase S-LOC 4 Cat D visibility to 1.

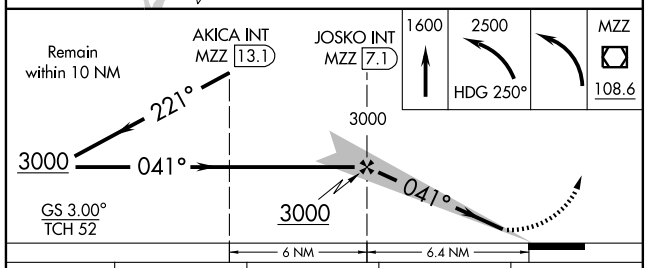
NA

MALSR

MISSED APPROACH: Climb to 1600, then climbing left turn to 2500 via heading 250°, then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





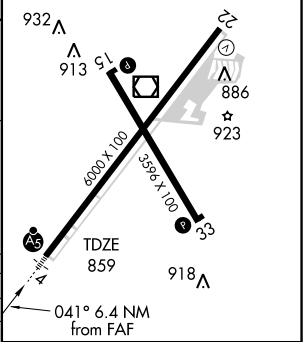
CATEGORY	A	B	C	D
S-ILS 4	1063-½ 204 (300-½)			
S-LOC 4	1200-½ 341 (400-½)			1200-¾ 341 (400-¾)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

ELEV 859

HIRL Rwy 4-22 L

MIRL Rwy 15-33 L

REIL Rwys 15, 22, and 33 L



FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 60906 W04A	APP CRS 041°	Rwy ldg 6000 TDZE 859 Apt Elev 859

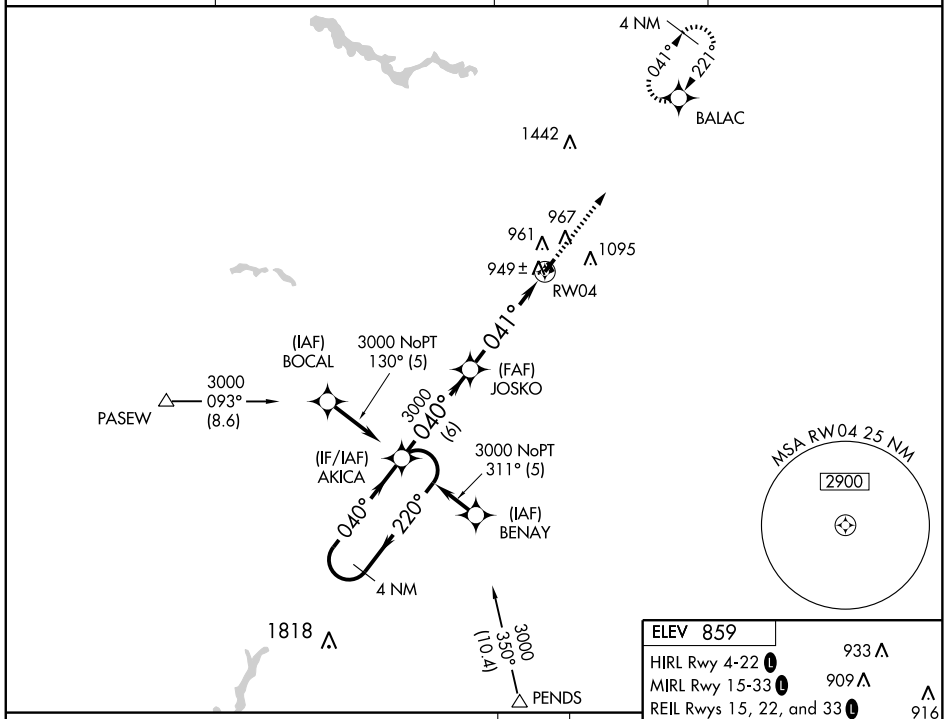
RNAV (GPS) RWY 4
MARION MUNI (MZZ)

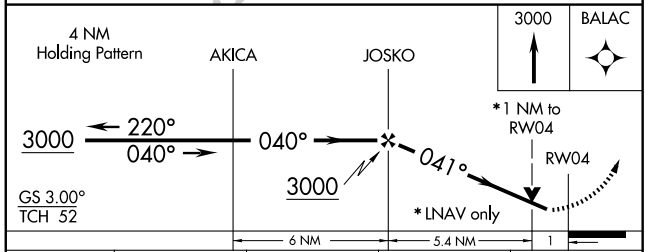
T ANA If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all DA/MDAs 100 feet. Inoperative table does not apply to LPV. For inoperative MALSR increase LNAV Cat A/B/C visibilities to 1 and Cat D to 1¼. DME/DME RNP-0.3 NA. Baro VNAV NA below -16°C (4°F). VDP and Baro VNAV NA when using Fort Wayne Intl altimeter setting. When VGSI inop circling Rwy 15, 33 NA at night.

MALSR

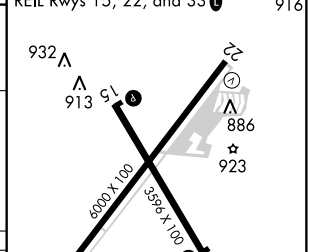
MISSED APPROACH: Climb to 3000 direct BALAC and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1110-¾ 251 (300-¾)			
LNAV/VNAV DA	1220-¾ 361 (400-¾)			
LNAV MDA	1240-¾ 381 (400-¾)			1240-1 381 (400-1)
CIRCLING	1280-1¼ 421 (500-1¼)	1320-1¼ 461 (500-1¼)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



APP CRS	Rwy ldg	3596
153°	TDZE	858
	Apt Elev	859

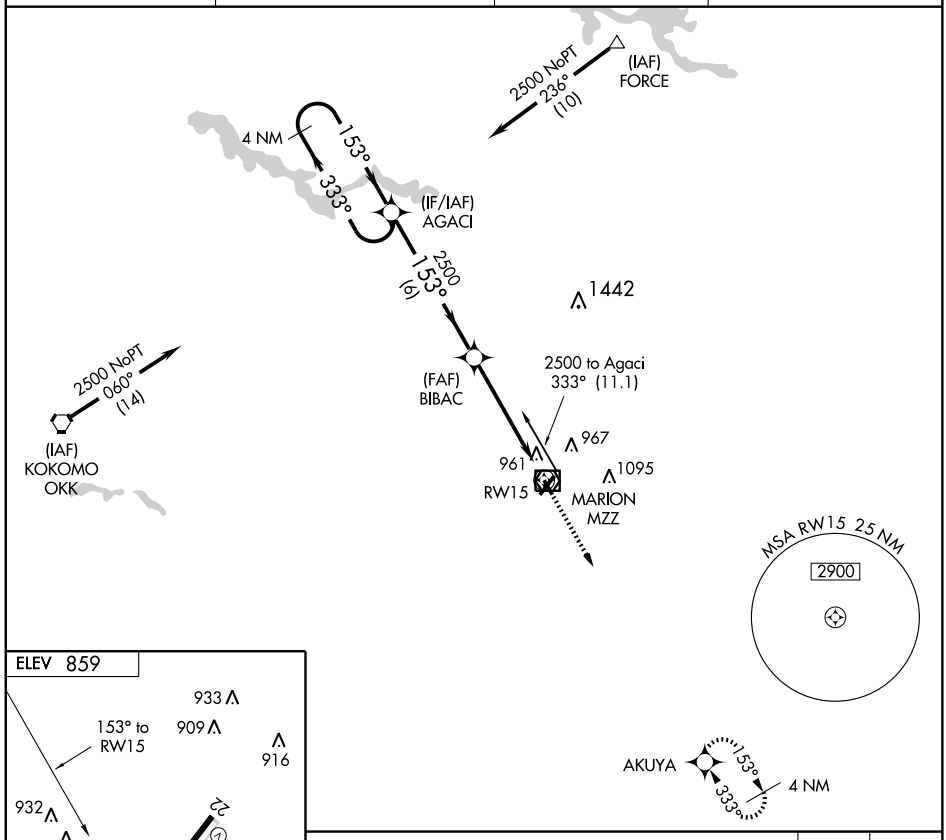
RNAV (GPS) RWY 15
MARION MUNI (MZZ)

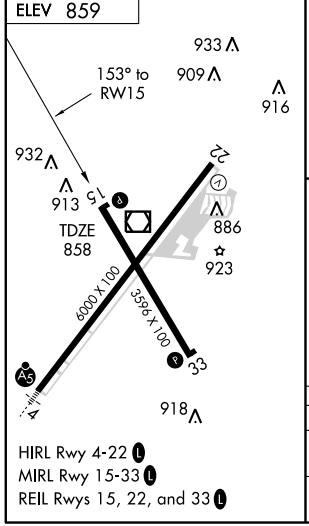
NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 33 NA at night. When VGSI inop, straight-in/circling Rwy 15 procedure NA at night.

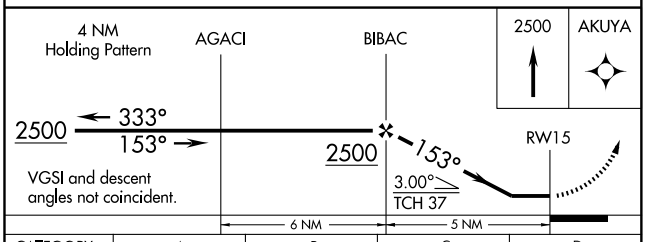
MISSED APPROACH: Climb to 2500 direct AKUYA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L



CATEGORY	A	B	C	D
LNAV MDA	1220-1 362 (400-1)			1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

APP CRS	Rwy ldg	6000
221°	TDZE	859
	Apt Elev	859

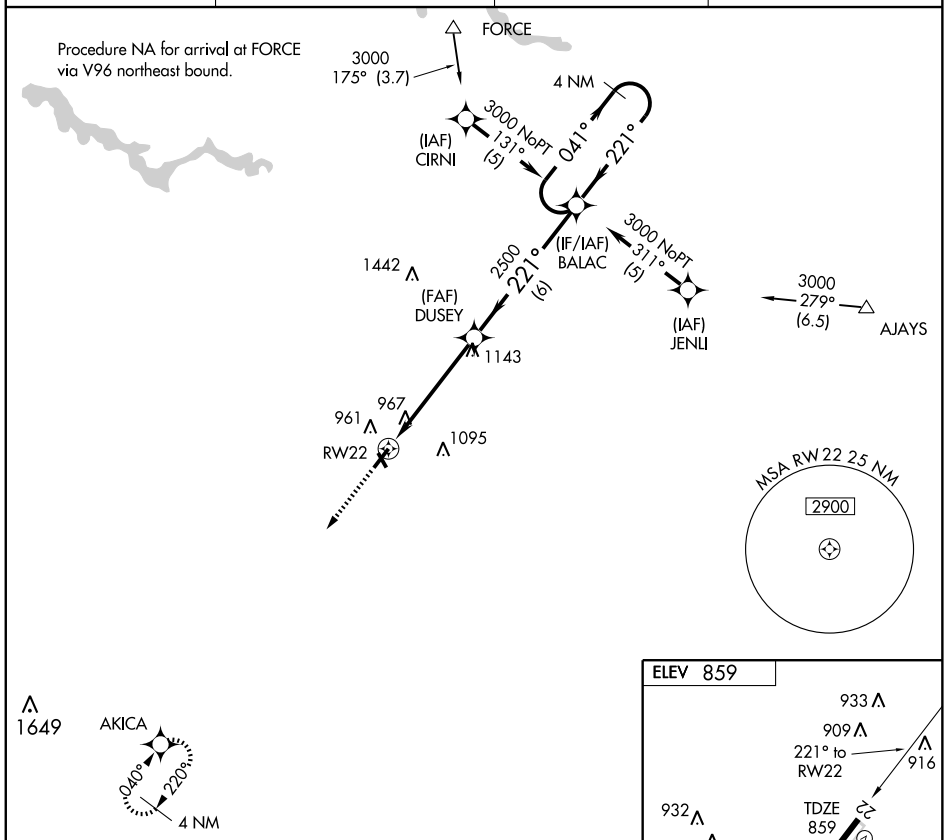
RNAV (GPS) RWY 22
MARION MUNI (MZZ)

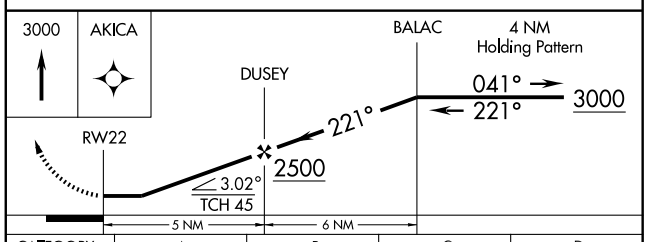
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet.
When VGSI inop, circling Rwy 15 NA at night. Circling to Rwy 33 NA at night.

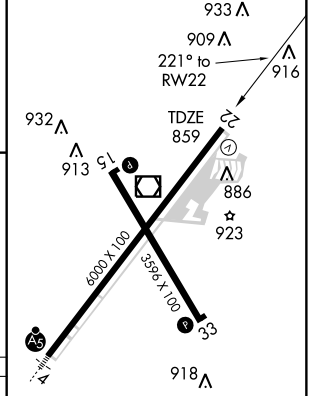
NA

MISSED APPROACH: Climb to 3000 direct AKICA and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 15, 22, and 33 L

CATEGORY	A	B	C	D
LNAV MDA	1380-1 521 (600-1)		1380-1½ 521 (600-1½)	1380-1¾ 521 (600-1¾)
CIRCLING	1380-1 521 (600-1)		1380-1½ 521 (600-1½)	1420-2 561 (600-2)

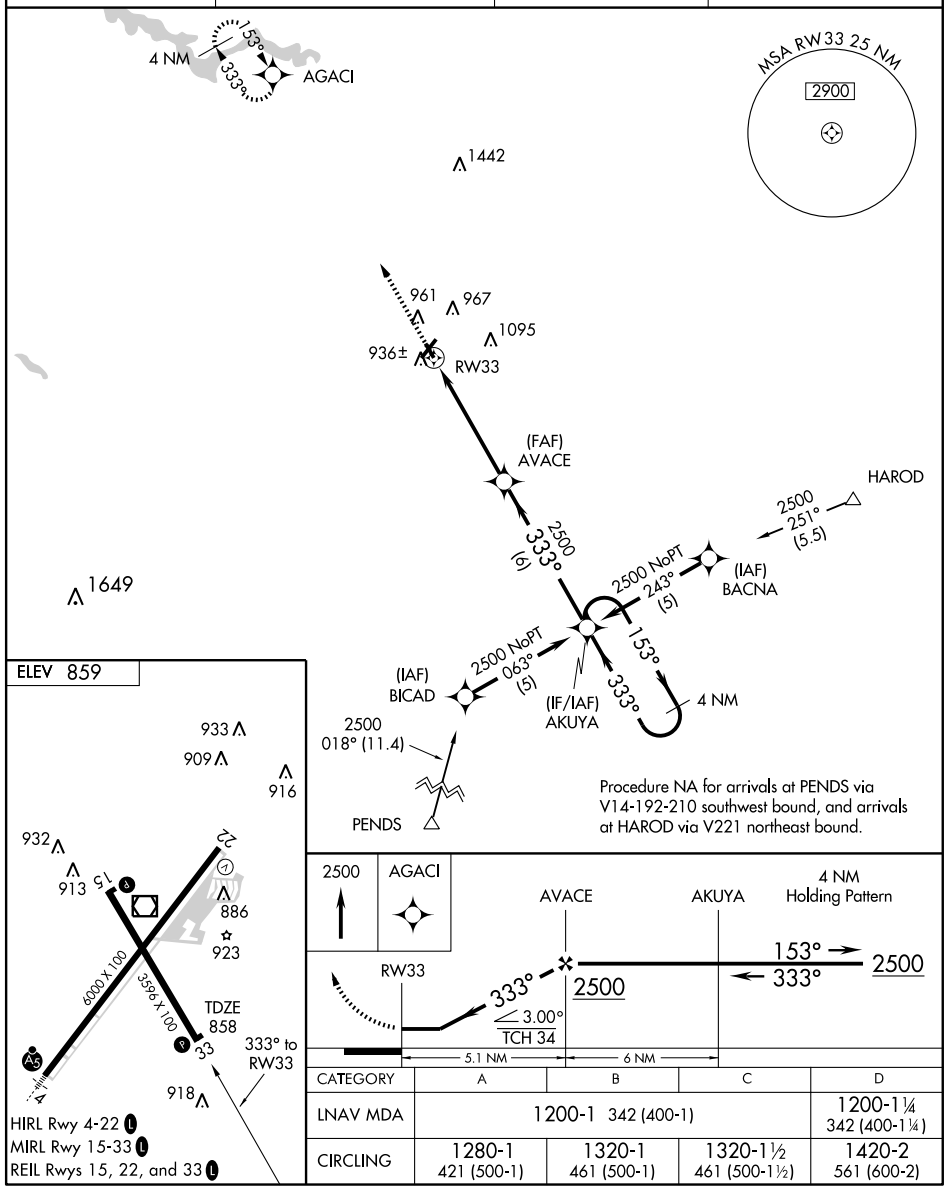
APP CRS	Rwy ldg	3596
333°	TDZE	858
	Apt Elev	859

RNAV (GPS) RWY 33
MARION MUNI (MZZ)

If local altimeter setting not received, use Fort Wayne altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night. When VGSI inop, straight-in/circling Rwy 33 procedure NA at night.

MISSED APPROACH: Climb to 2500 direct AGACI and hold.

AWOS-3	GRISSOM APP CON ★		CLNC DEL	UNICOM
108.6	121.05	379.3	120.0	122.7 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	1200-1 342 (400-1)			1200-1¼ 342 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

VOR/DME MZZ	APP CRS	Rwy ldg	6000
108.6	034°	TDZE	859
Chan 23		Apt Elev	859

VOR RWY 4
MARION MUNI (MZZ)

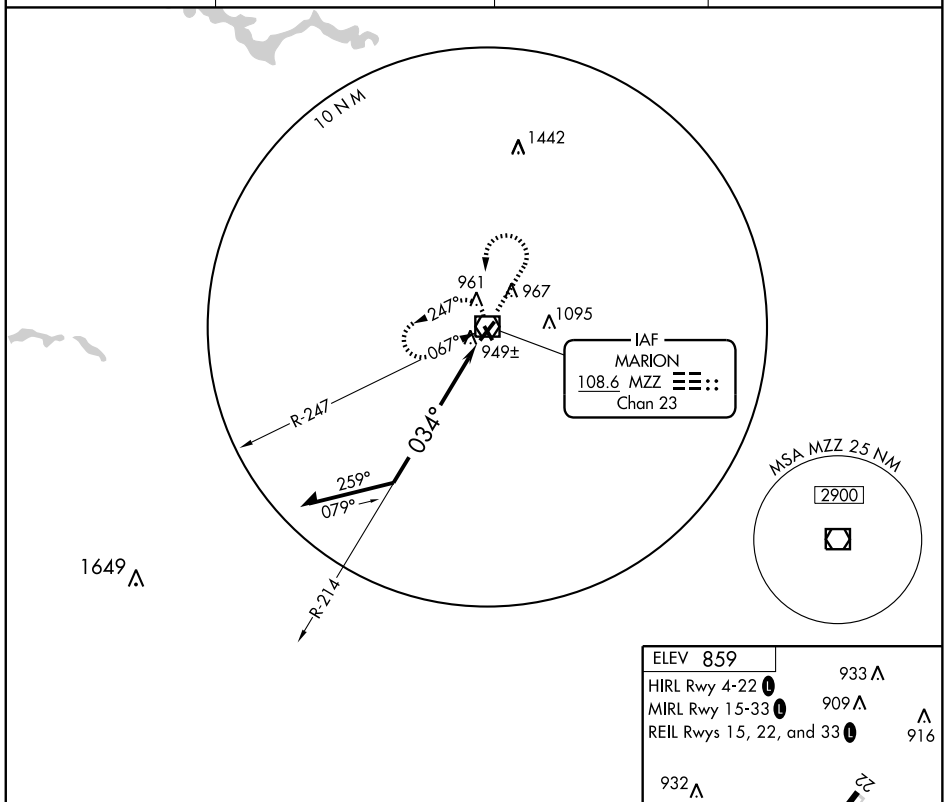
If local altimeter setting not received, use Fort Wayne Intl altimeter setting, and increase all MDAs 100 feet.
For inoperative MALSR, increase Cat D visibility to 1¼.

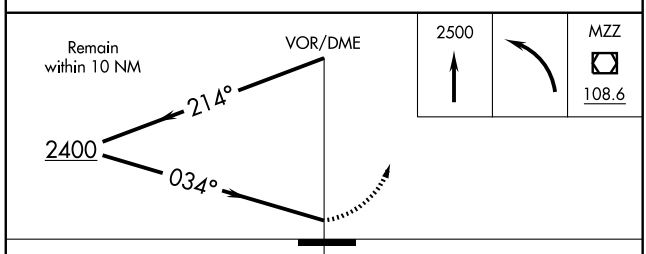
NA

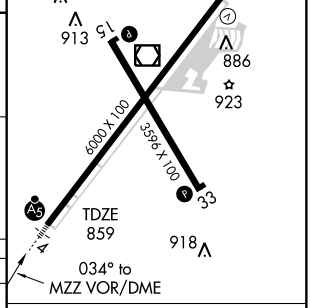
MALSR

MISSED APPROACH: Climb to 2500 then left turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-4	1260-½ 401 (500-½)		1260-¾ 401 (500-¾)	1260-1 401 (500-1)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)

Knots	60	90	120	150	180
Min:Sec					

VOR/DME MZZ 108.6 Chan 23	APP CRS 143°	Rwy ldg 3596 TDZE 858 Apt Elev 859

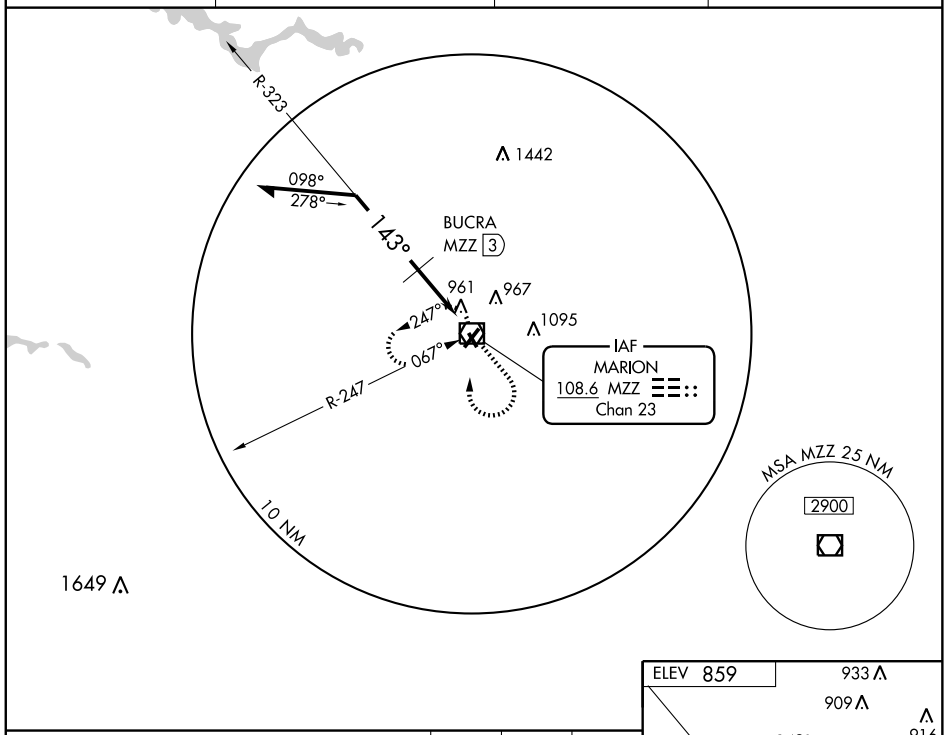
VOR RWY 15
MARION MUNI (MZZ)

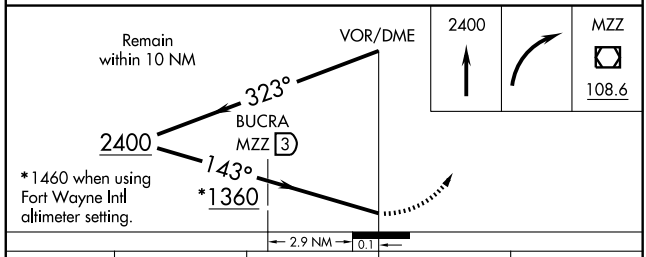
NA

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet.

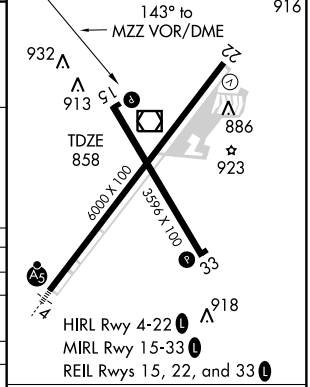
MISSED APPROACH: Climb to 2400 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON *	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-15	1360-1	502 (600-1)	1360-1½	502 (600-1½)
CIRCLING	1360-1	501 (600-1)	1360-1½ 501 (600-1½)	1420-2 561 (600-2)
BUCRA FIX MINIMUMS				
S-15	1220-1	362 (400-1)		1220-1¼ 362 (400-1¼)
CIRCLING	1280-1 421 (500-1)	1320-1 461 (500-1)	1320-1½ 461 (500-1½)	1420-2 561 (600-2)



Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MZZ	APP CRS	Rwy ldg	6000
108.6	227°	TDZE	859
Chan 23		Apt Elev	859

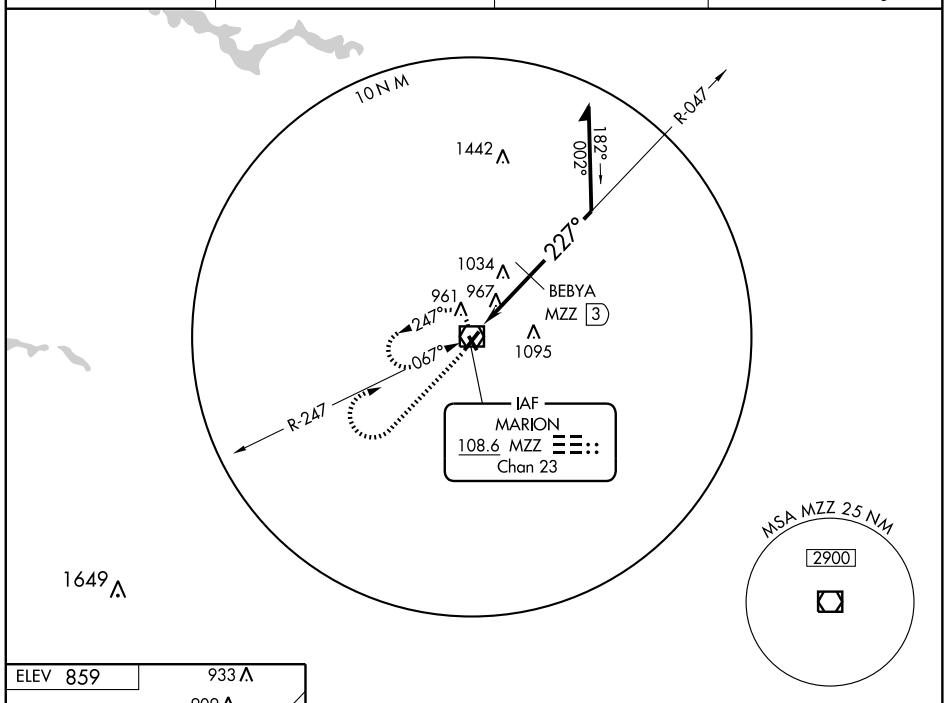
VOR RWY 22
MARION MUNI (MZZ)

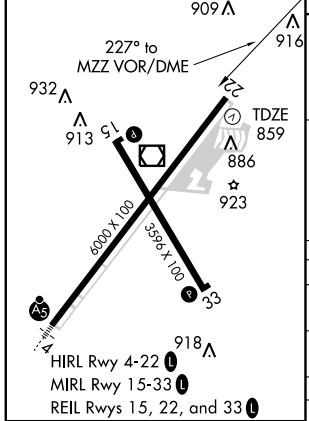
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 100 feet.

NA

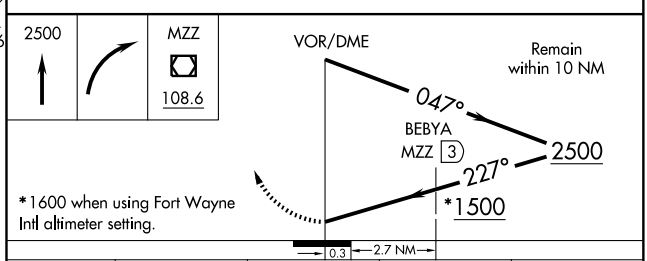
MISSED APPROACH: Climb to 2500 then right turn direct MZZ VOR/DME and hold.

AWOS-3	GRISSOM APP CON ★	CLNC DEL	UNICOM
108.6	121.05 379.3	120.0	122.7 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	1500-1 641 (700-1)		1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
CIRCLING	1500-1 641 (700-1)		1500-1¾ 641 (700-1¾)	1500-2 641 (700-2)
BEBYA FIX MINIMUMS				
S-22	1340-1 481 (500-1)		1340-1¼ 481 (500-1¼)	1340-1½ 481 (500-1½)
CIRCLING	1340-1 481 (500-1)		1340-1½ 481 (500-1½)	1420-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4100
218°	TDZE	655
	Apt Elev	655

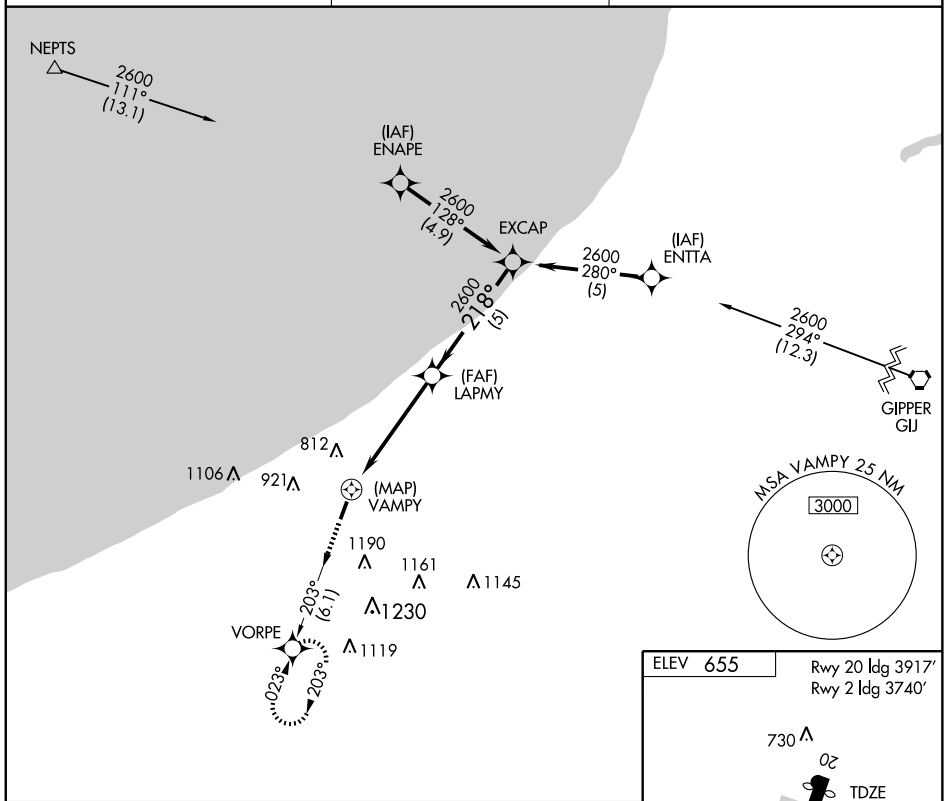
GPS RWY 20
MICHIGAN CITY MUNI (MGC)

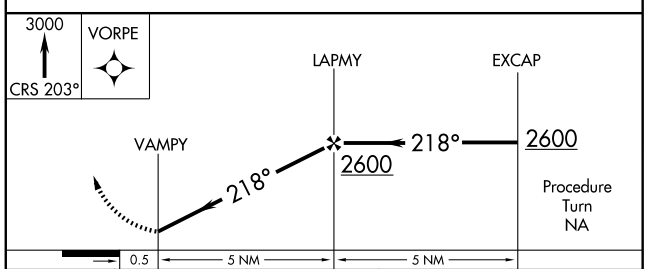
Use South Bend altimeter setting.

NA

MISSED APPROACH: Climb to 3000 via 203° course to VORPE WP and hold.

SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.55	134.8	122.7 (CTAF) L

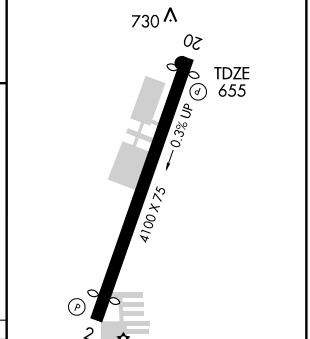




CATEGORY	A	B	C	D
S-20	1240-1 585 (600-1)		1240-1½ 585 (600-1½)	NA
CIRCLING	1240-1 585 (600-1)	1280-1 625 (700-1)	1280-1¾ 625 (700-1¾)	NA

ELEV 655

Rwy 20 ldg 3917′
Rwy 2 ldg 3740′



REIL Rwy 20 L
MIRL Rwy 2-20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GIJ 115.4 Chan 101	APP CRS 260°	Rwy ldg N/A TDZE N/A Apt Elev 655

VOR or GPS-A

MICHIGAN CITY MUNI (MGC)

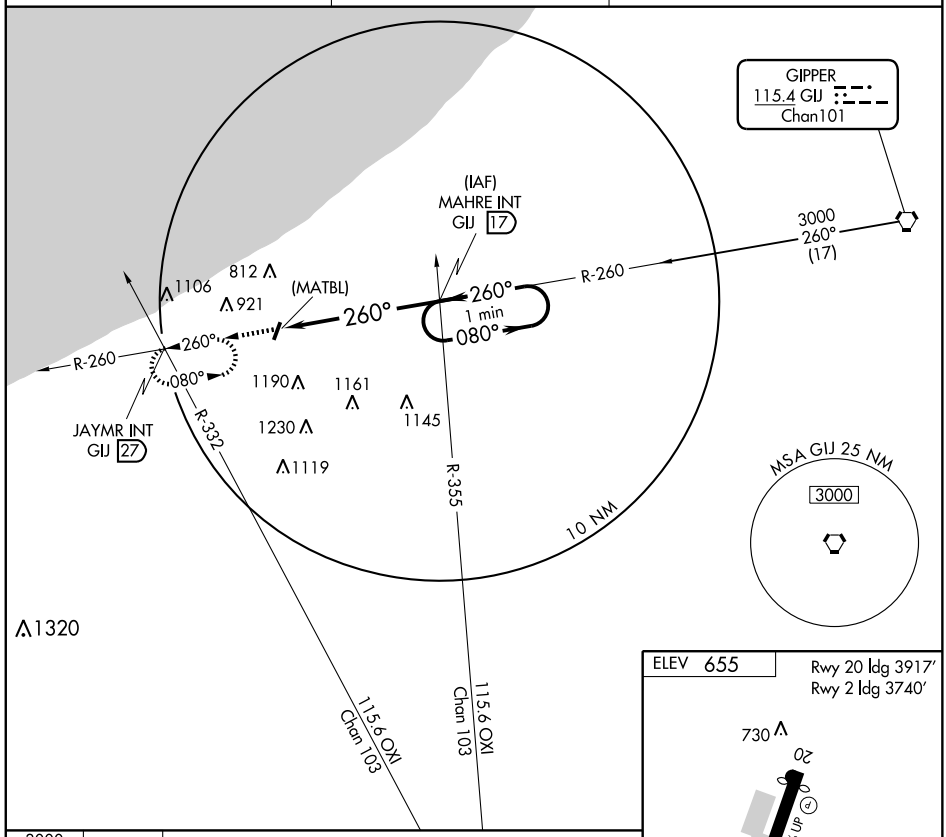
T

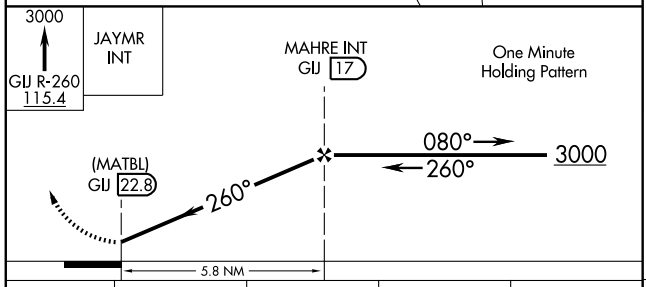
A NA

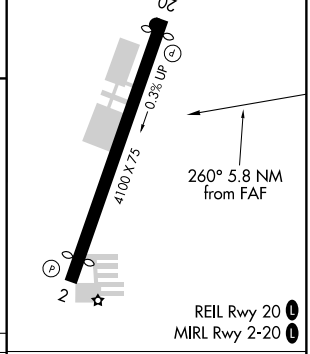
Use South Bend altimeter setting.

MISSED APPROACH: Climb to 3000 via GIJ R-260 to JAYMR Int/27 DME and hold.

SOUTH BEND APP CON ★	CLNC DEL	UNICOM
118.55	134.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1540-1¼	885 (900-1¼)	1540-2¾ 885 (900-2¾)	NA

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4002
182°	TDZE	676
	Apt Elev	676

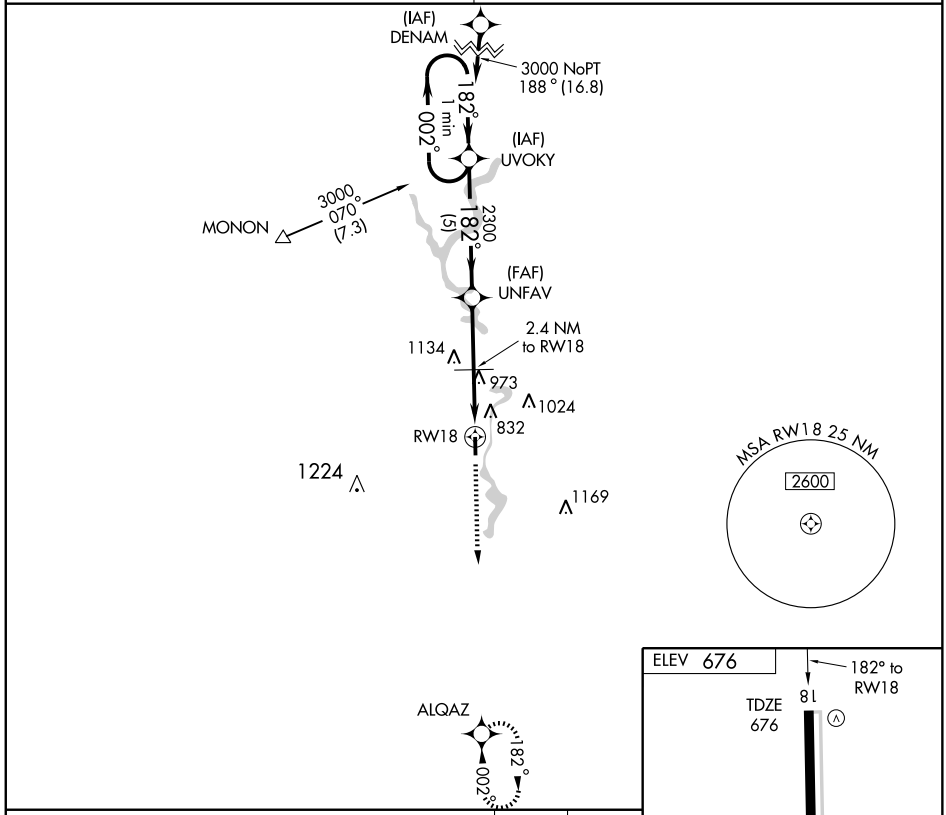
GPS RWY 18
MONTICELLO/ WHITE COUNTY (MCX)

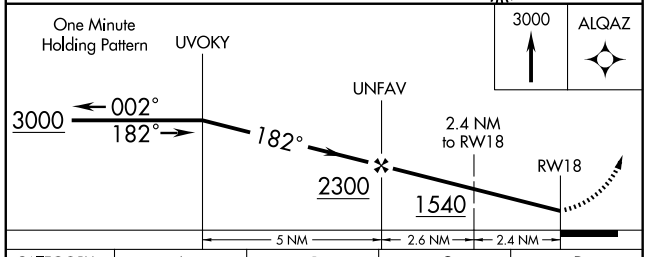
NA

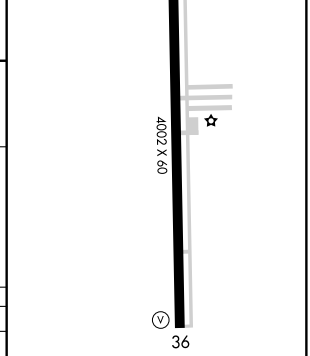
Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALQAZ WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	**122.8** (CTAF)







REIL Rwys 18 and 36
MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-18	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA
CIRCLING	1340-1	664 (700-1)	1340-1¾ 664 (700-1¾)	NA

APP CRS	Rwy ldg	4002
002°	TDZE	673
	Apt Elev	676

GPS RWY 36

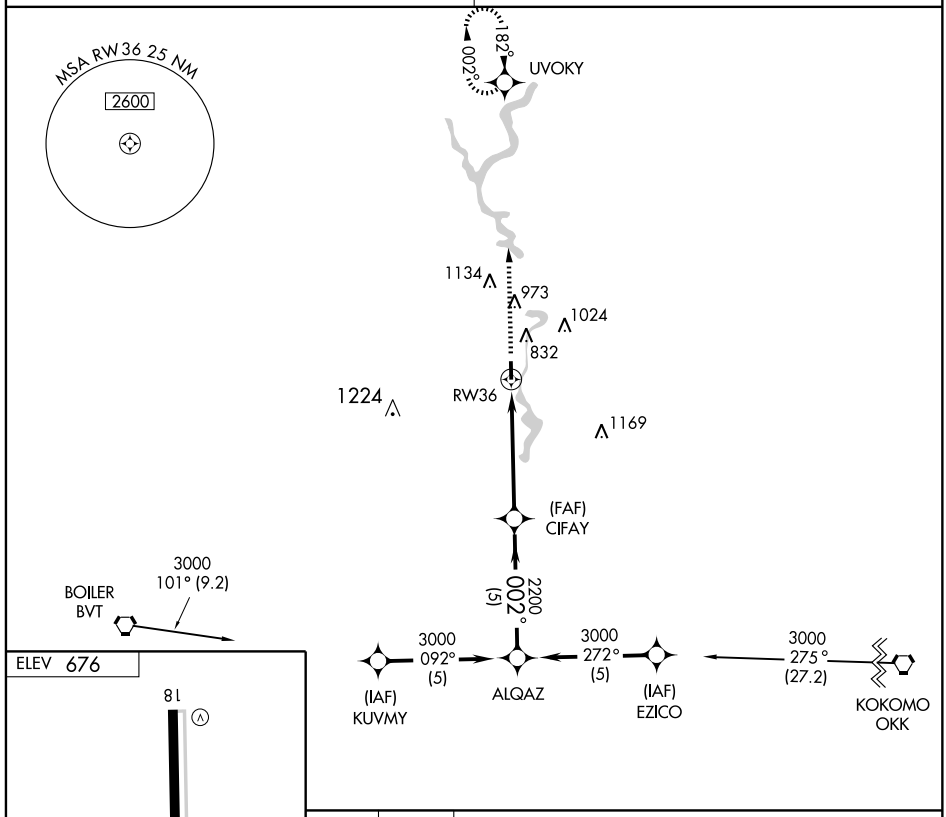
MONTICELLO/ WHITE COUNTY (MCX)

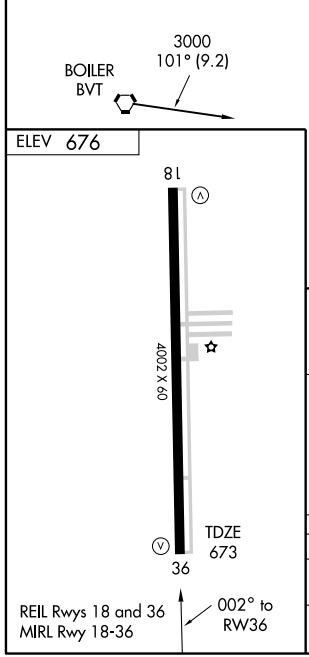
NA

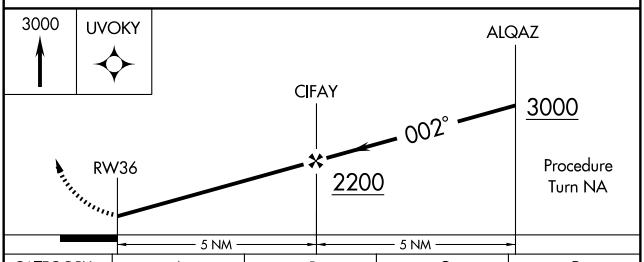
Use Lafayette altimeter setting.

MISSED APPROACH: Climb to 3000 direct UVOKY WP and hold.

CHICAGO CENTER	UNICOM
123.85 343.95	122.8 (CTAF)





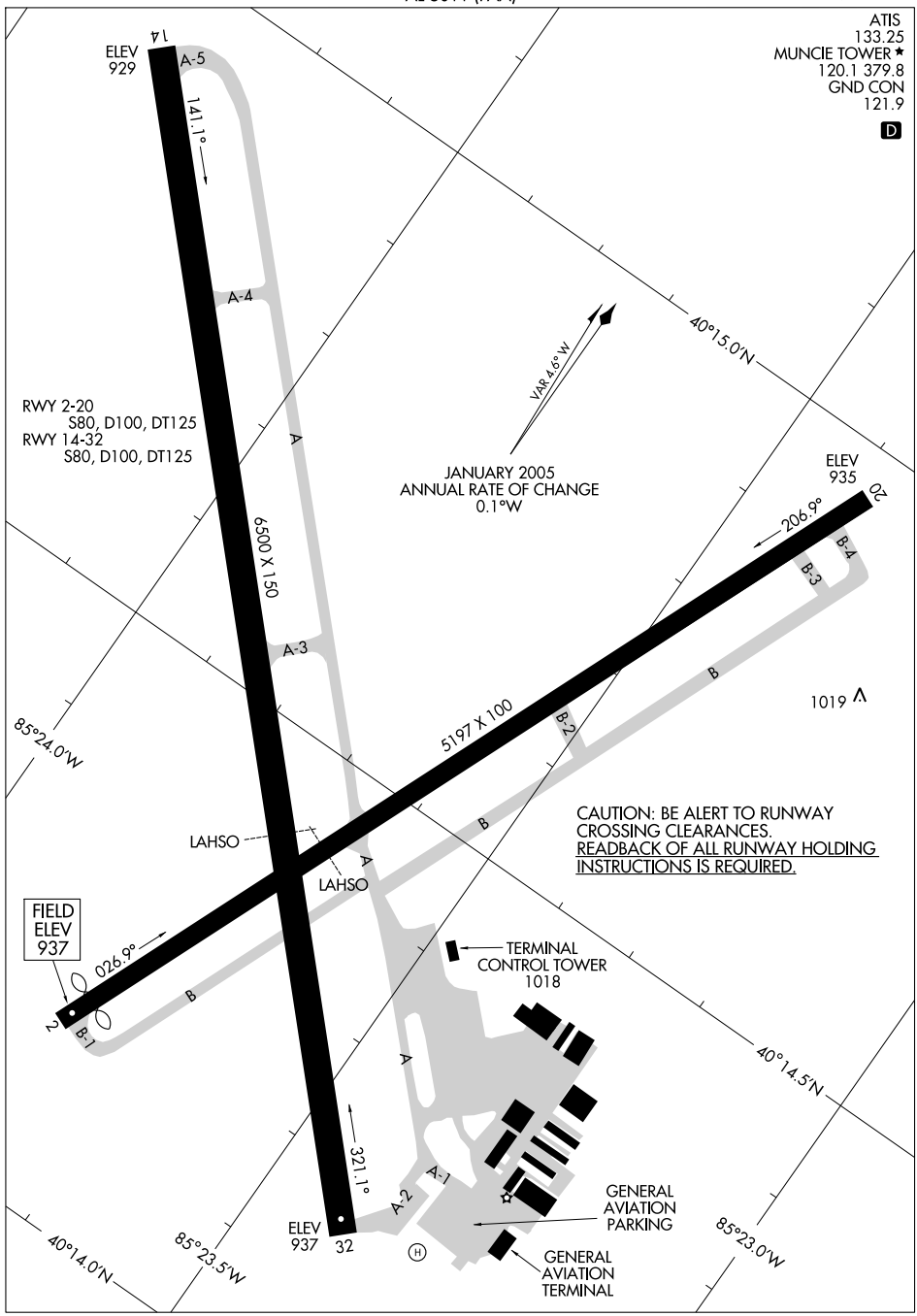


CATEGORY	A	B	C	D
S-36	1100-1 427 (500-1)		1100-1¼ 427 (500-1¼)	NA
CIRCLING	1240-1 564 (600-1)		1240-1½ 564 (600-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

AIRPORT DIAGRAM

MUNCIE/DELAWARE COUNTY-JOHNSON FIELD (MIE)
AL-5011 (FAA)
MUNCIE, INDIANA



LOC I-JNK	APP CRS	Rwy ldg	6500
109.1	319°	TDZE	937
		Apt Elev	937

ILS RWY 32

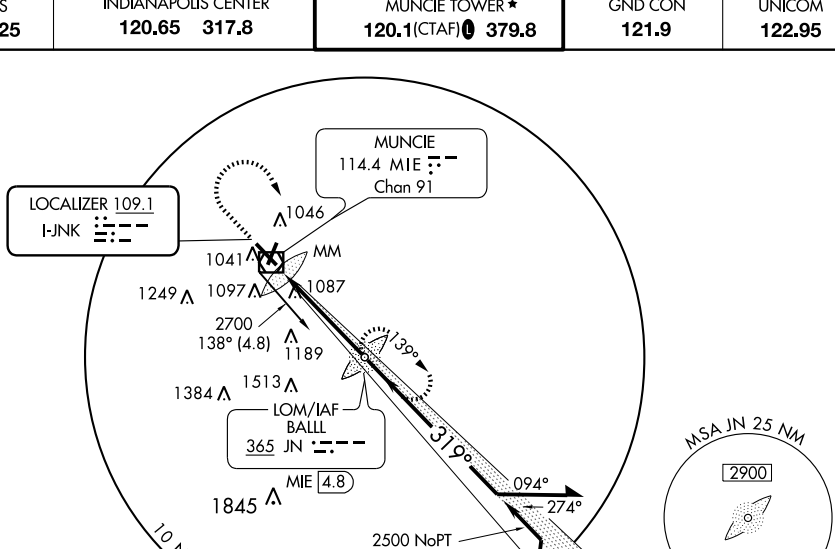
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting.

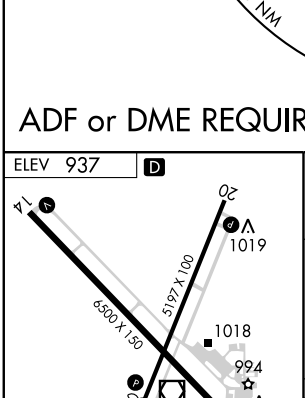
MALSR

MISSED APPROACH: Climb to 1400, then climbing right turn to 2700 direct BALLL and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95

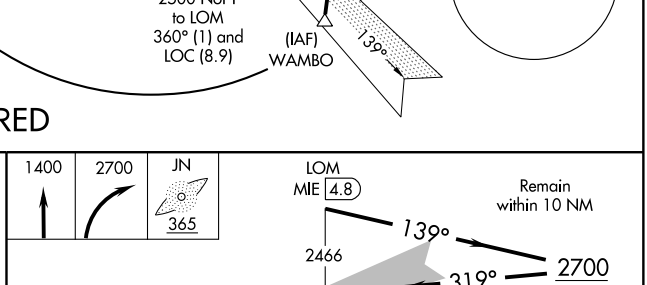


ADF or DME REQUIRED



HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 32	1137-½ 200 (200-½)			
S-LOC 32	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1500-2 563 (600-2)
FORT WAYNE ALTIMETER SETTING MINIMUMS				
S-ILS 32	1258-½ 321 (400-½)			
S-LOC 32	1500-½ 563 (600-½)		1500-1 563 (600-1)	1500-1¼ 563 (600-1¼)
CIRCLING	1520-1 583 (600-1)		1520-1½ 583 (600-1½)	1520-2 583 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 56401 W14A	APP CRS 139°	Rwy ldg 6500 TDZE 933 Apt Elev 937

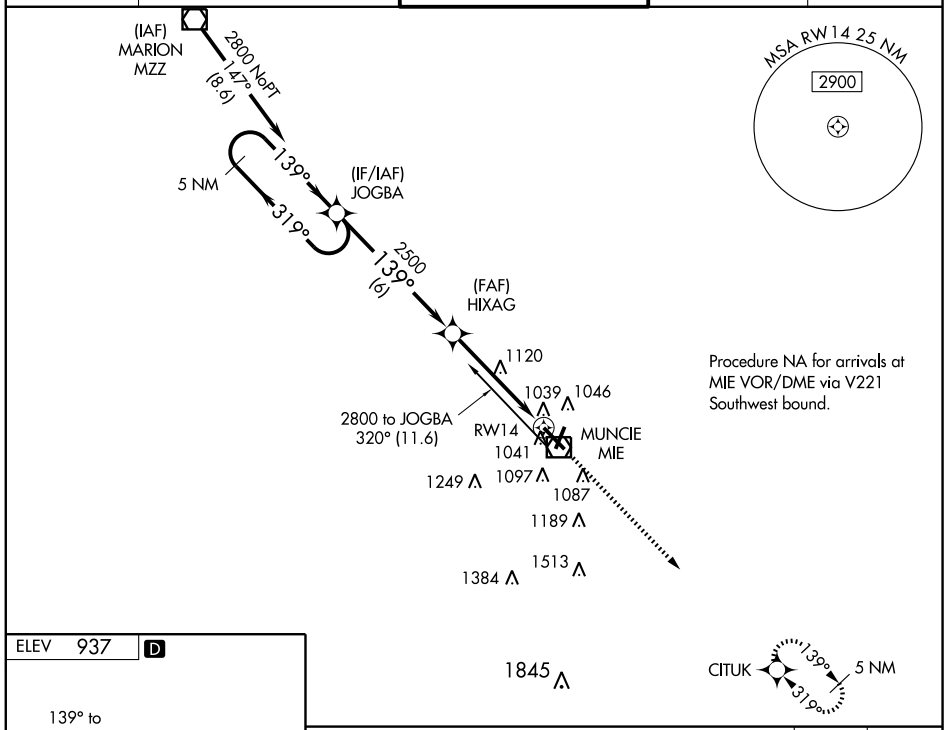
RNAV (GPS) RWY 14

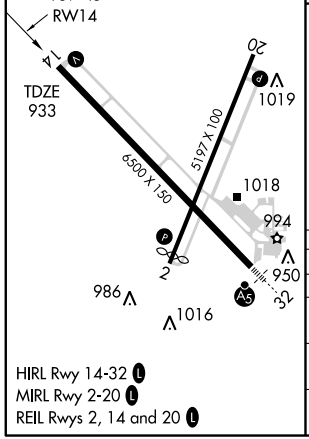
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

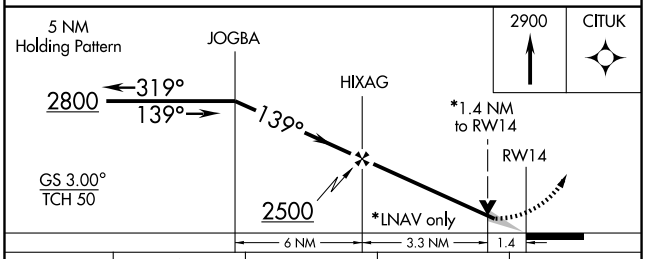
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 2900 direct CITUK and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)L 379.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1202-1 269 (300-1)			
LNAV/ VNAV DA	1289-1¼ 356 (400-1¼)			
LNAV MDA	1420-1 487 (500-1)		1420-1¼ 487 (500-1¼)	1420-1½ 487 (500-1½)
CIRCLING	1420-1¼ 483 (500-1¼)		1420-1½ 483 (500-1½)	1500-2 563 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 72601 W32A	APP CRS 319°	Rwy ldg 6500 TDZE 937 Apt Elev 937

RNAV (GPS) RWY 32

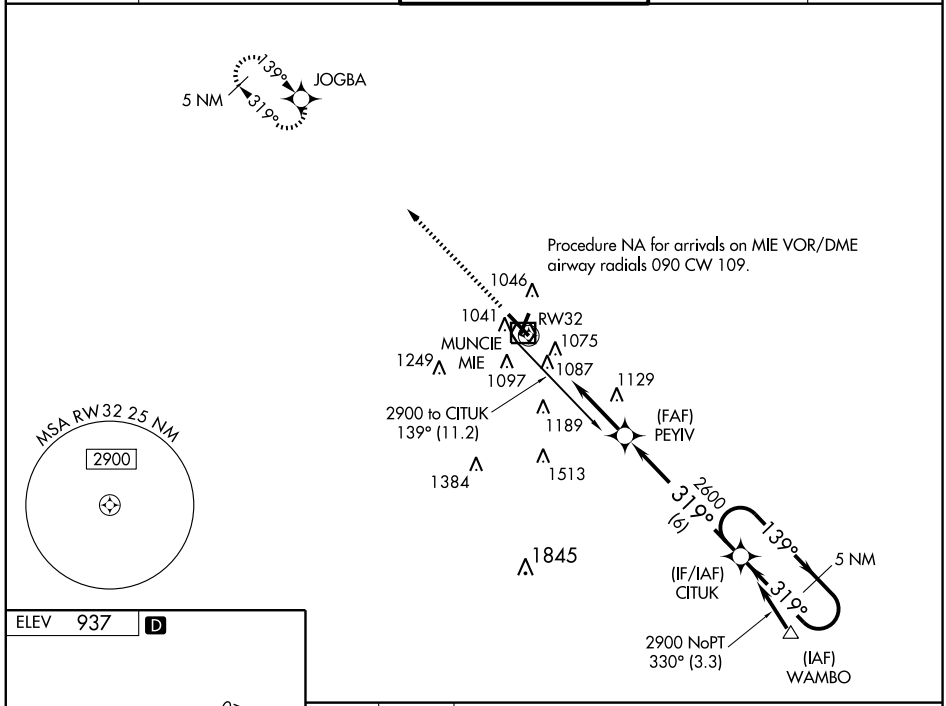
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

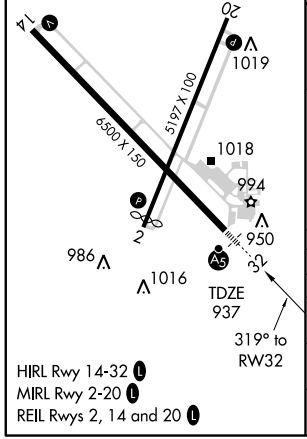
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°C). Baro-VNAV and VDP NA when using Fort Wayne Intl altimeter setting. If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all DAs/MDAs 140 feet. For inoperative MALSR, increase LPV all Cats visibility to 1 mile.

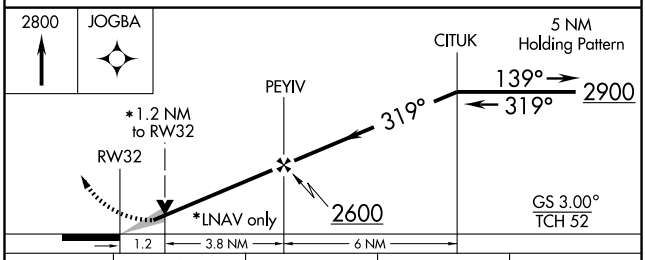
MALSR

MISSED APPROACH: Climb to 2800 direct JOGBA and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER*	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1241-½ 304 (400-½)			
LNAV/VNAV DA	1396-1 459 (500-1)			
LNAV MDA	1380-½ 443 (500-½)		1380-¾ 443 (500-¾)	1380-1 443 (500-1)
CIRCLING	1380-1½ 443 (500-1½)	1400-1½ 463 (500-1½)		1500-2 563 (600-2)

VOR/DME MIE	APP CRS	Rwy ldg	4998
114.4	197°	TDZE	936
Chan 91		Apt Elev	937

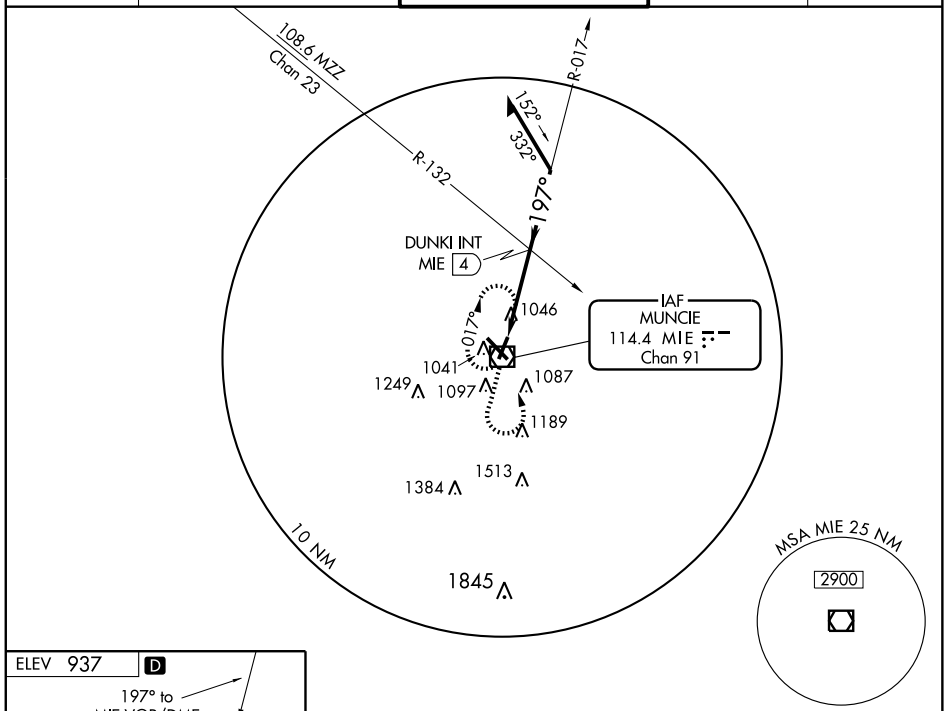
VOR or GPS RWY 20

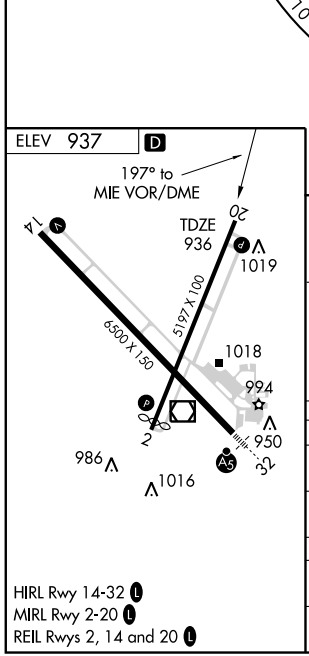
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

When control tower closed, except for operators with approved weather reporting service, use Fort Wayne altimeter setting and increase all MDAs 120 feet and CATs C and D visibilities ½ mile.

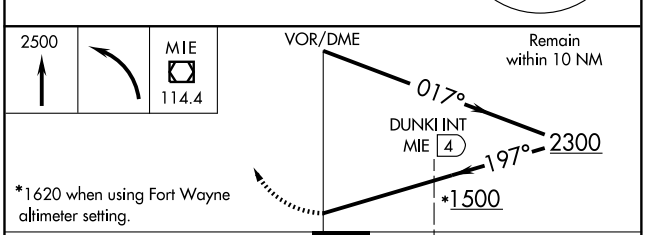
MISSED APPROACH: Climb to 2500 then left turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)(L) 379.8	121.9	122.95





HIRL Rwy 14-32 (L)
MIRL Rwy 2-20 (L)
REIL Rwys 2, 14 and 20 (L)



*1620 when using Fort Wayne altimeter setting.

CATEGORY	A	B	C	D
S-20	1500-1 564 (600-1)		1500-1½ 564 (600-1½)	1500-1¾ 564 (600-1¾)
CIRCLING	1500-1 563 (600-1)		1500-1½ 563 (600-1½)	1520-2 583 (600-2)
DUNKI INT/4 DME MINIMUMS				
S-20	1440-1 504 (600-1)		1440-1½ 504 (600-1½)	
CIRCLING	1440-1 503 (600-1)		1440-1½ 503 (600-1½)	1520-2 583 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MIE	APP CRS	Rwy ldg	6500
114.4	143°	TDZE	933
Chan 91		Apt Elev	937

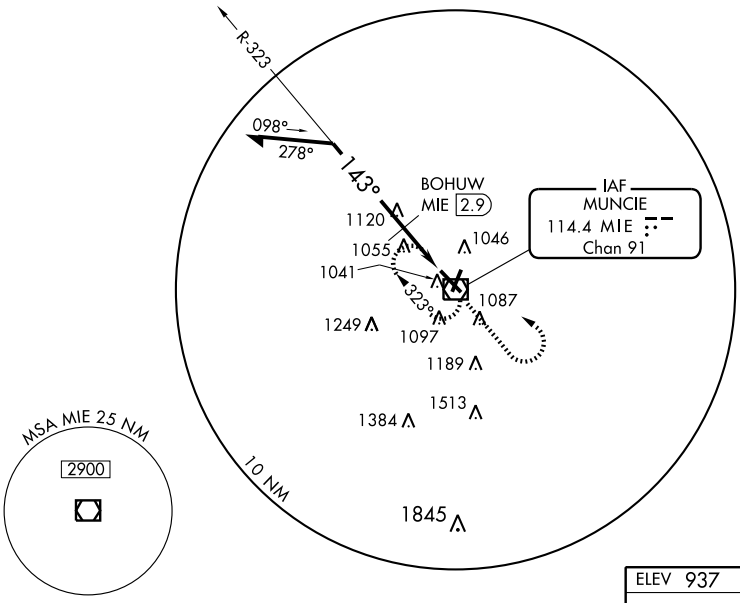
VOR RWY 14

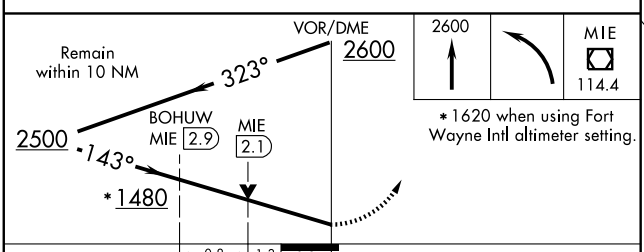
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet.

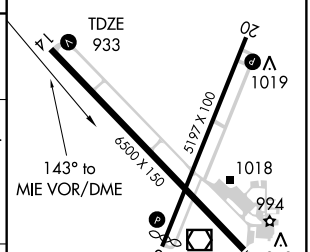
MISSED APPROACH: Climb to 2600 then left turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF)L 379.8	121.9	122.95





CATEGORY	A	B	C	D
S-14	1480-1 547 (600-1)		1480-1½ 547 (600-1½)	1480-1¾ 547 (600-1¾)
CIRCLING	1480-1 543 (600-1)		1480-1½ 543 (600-1½)	1520-2 563 (600-2)
BOHUW FIX MINIMUMS				
S-14	1380-1 447 (500-1)		1380-1¼ 447 (500-1¼)	1380-1½ 447 (500-1½)
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1520-2 563 (600-2)



HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME MIE	APP CRS	Rwy ldg	6500
114.4	307°	TDZE	937
Chan 91		Apt Elev	937

VOR RWY 32

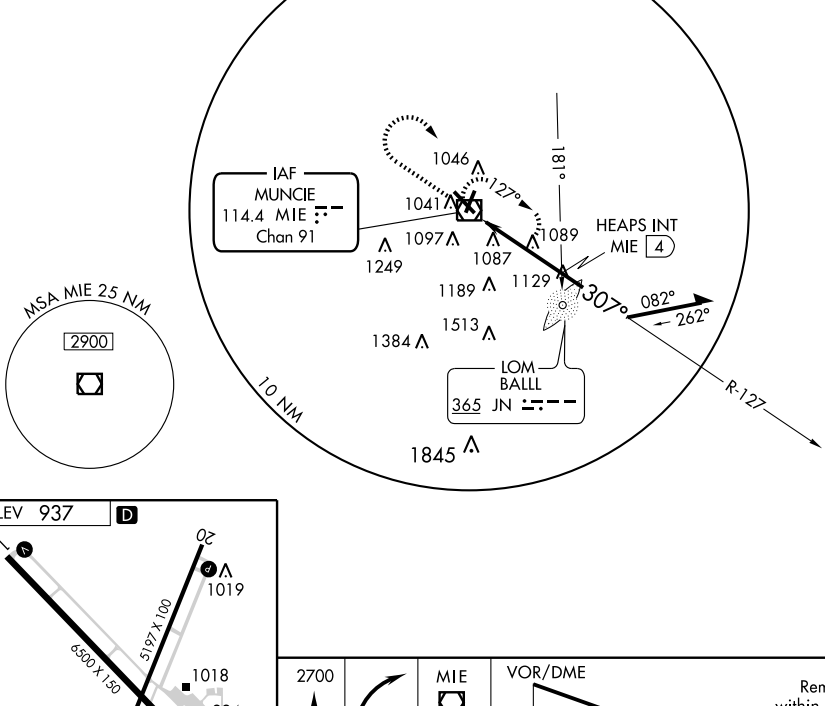
MUNCIE / DELAWARE COUNTY-JOHNSON FIELD (MIE)

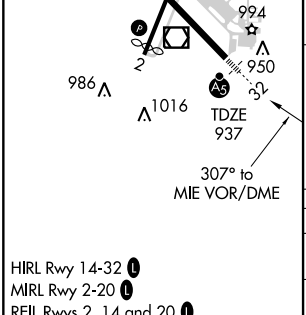
If local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDAs 140 feet. Inoperative table does not apply to Cats C and D. For inoperative MALSR, increase S-32 Cats A and B visibility to 1 mile. DME or ADF REQUIRED.

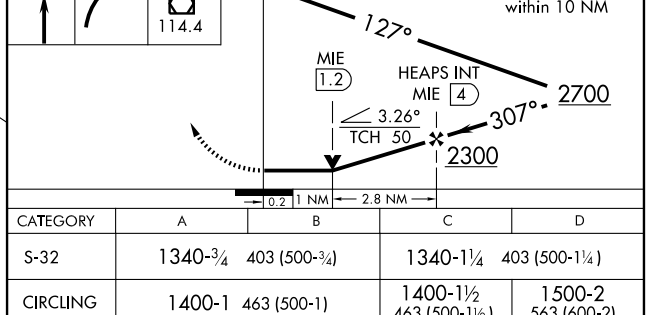
MALSR

MISSED APPROACH: Climb to 2700 then right turn direct MIE VOR/DME and hold.

ATIS	INDIANAPOLIS CENTER	MUNCIE TOWER ★	GND CON	UNICOM
133.25	120.65 317.8	120.1(CTAF) L 379.8	121.9	122.95







CATEGORY	A	B	C	D
S-32	1340-¾ 403 (500-¾)		1340-1¼ 403 (500-1¼)	
CIRCLING	1400-1 463 (500-1)		1400-1½ 463 (500-1½)	1500-2 563 (600-2)

HIRL Rwy 14-32 L
MIRL Rwy 2-20 L
REIL Rwys 2, 14 and 20 L

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GSH	APP CRS	Rwy ldg	N/A
113.7	318°	TDZE	N/A
Chan 84		Apt Elev	860

VOR/DME or GPS-A

NAPPANEE MUNI (C03)

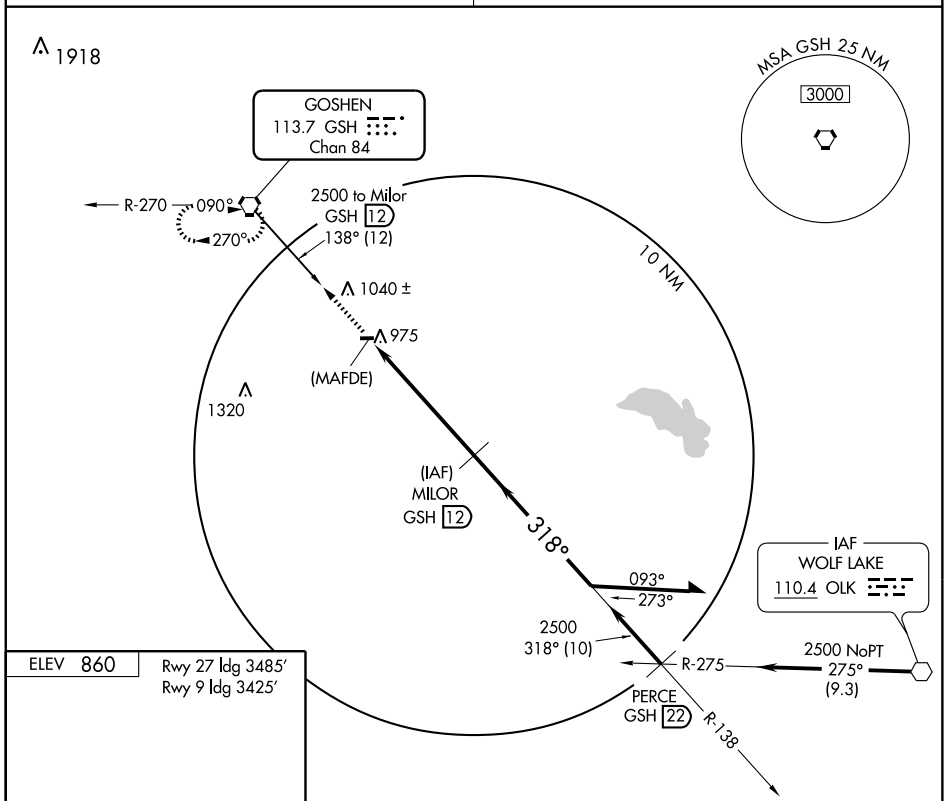
NA

Use South Bend altimeter setting.

MISSED APPROACH: Climb to 2500 direct GSH VORTAC and hold.

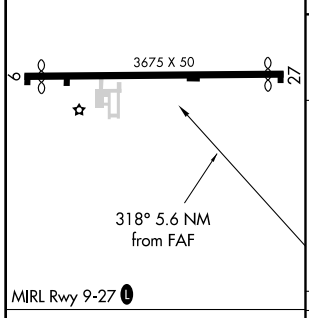
SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)

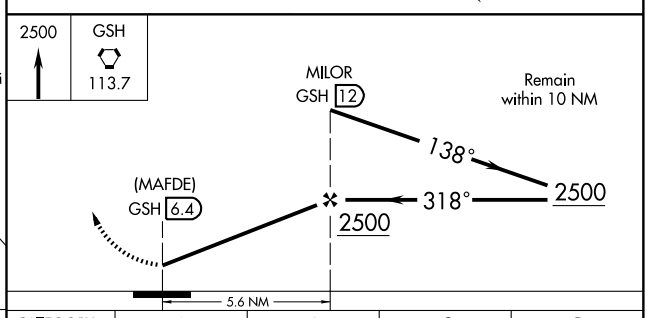


ELEV 860

Rwy 27 ldg 3485′
Rwy 9 ldg 3425′



MIRL Rwy 9-27 L



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC GSH 113.7 Chan 84	APP CRS 138°	Rwy ldg N/A TDZE N/A Apt Elev 860

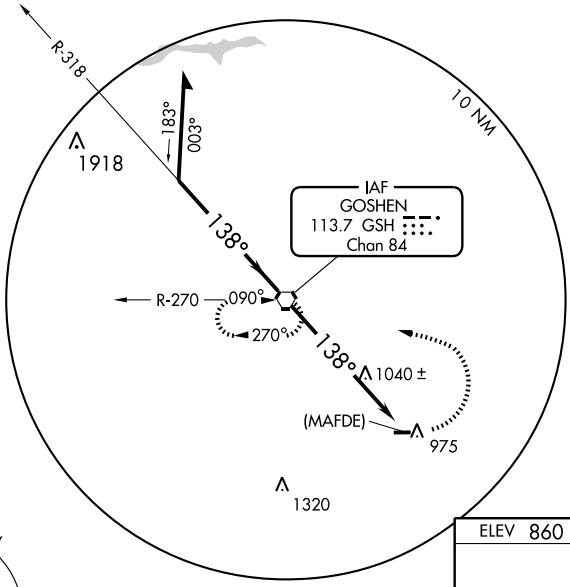
VOR or GPS-B
NAPPANEE MUNI (C03)

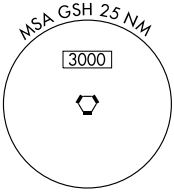
Use South Bend altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2900 direct to GSH VORTAC and hold.

SOUTH BEND APP CON ★	UNICOM
132.05 257.8	122.8 (CTAF)

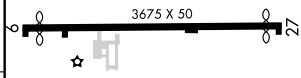




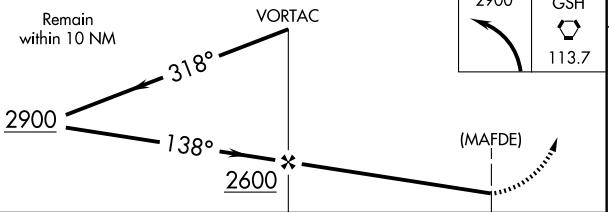
ELEV 860

Rwy 27 ldg 3485′
Rwy 9 ldg 3425′

138° 6.4 NM from FAF



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
CIRCLING	1400-1 540 (600-1)	1420-1 560 (600-1)	NA	

FAF to MAP 6.4 NM					
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UWL 385	APP CRS 082°	Rwy ldg 3913 TDZE 1086 Apt Elev 1088

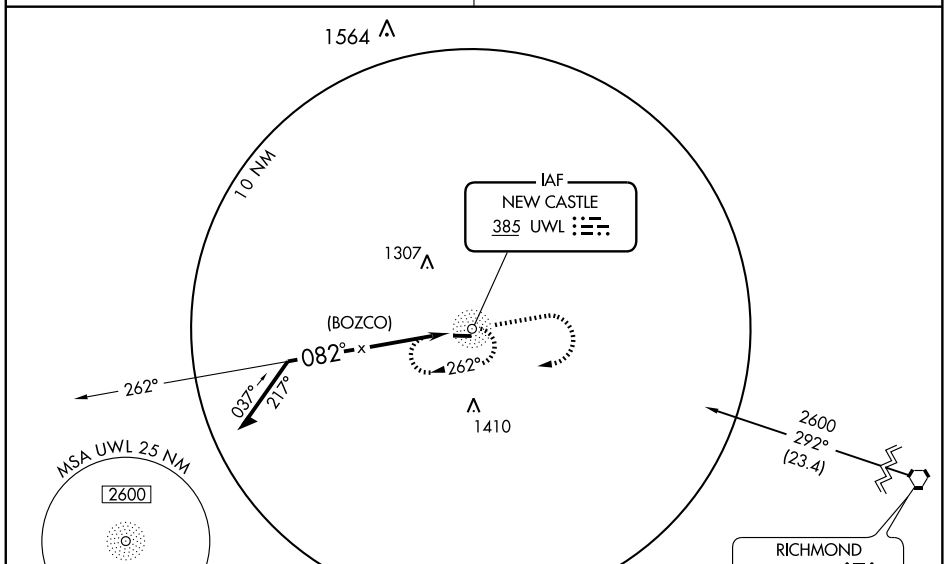
NDB or GPS RWY 9
NEW CASTLE-HENRY COUNTY MUNI (UWL)

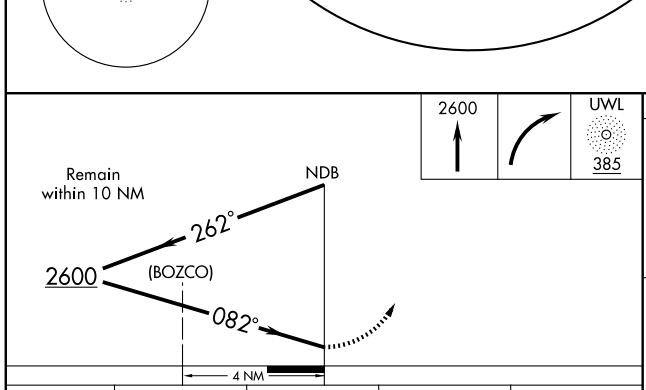
NA Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

MISSED APPROACH: Climb to 2600 then right turn direct UWL NDB and hold.

INDIANAPOLIS APP CON
135.45 317.8

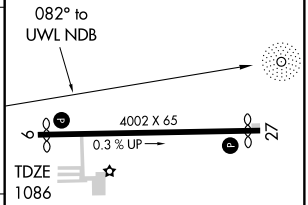
UNICOM
123.05 (CTAF) L





ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1620-1 534 (600-1)		1620-1½ 534 (600-1½)	1620-1¾ 534 (600-1¾)
CIRCLING	1620-1 532 (600-1)		1620-1½ 532 (600-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING MINIMUMS				
S-9	1760-1 674 (700-1)		1760-2 674 (700-2)	1760-2¼ 674 (700-2¼)
CIRCLING	1760-1 672 (700-1)		1760-2 672 (700-2)	1760-2¼ 672 (700-2¼)

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB UWL	APP CRS	Rwy ldg	3680
385	292°	TDZE	1087
		Apt Elev	1088

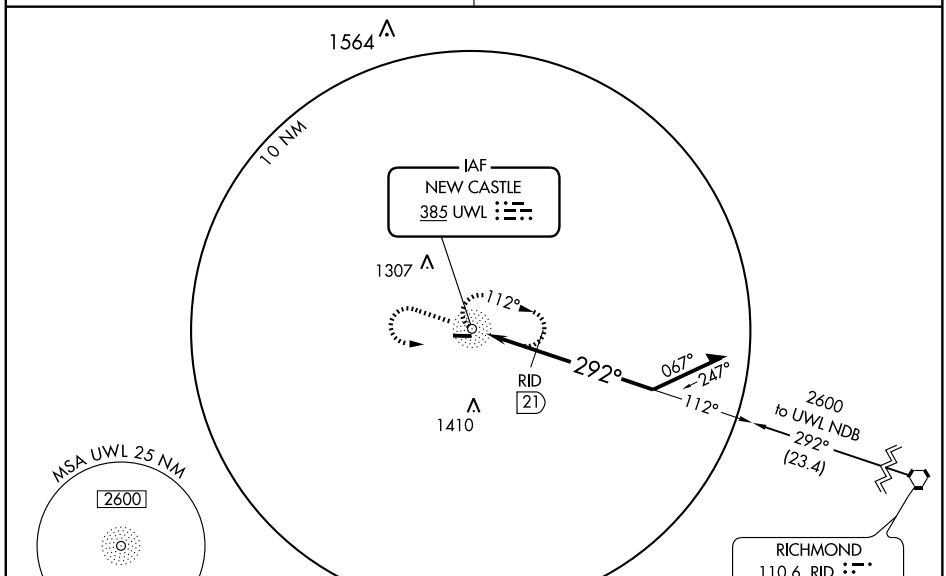
NDB RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

NA — Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting, increase all MDAs 160 feet and Cat C and D visibilities ½ mile.

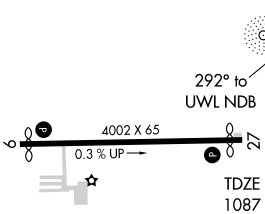
MISSED APPROACH: Climb to 2600 then left turn direct UWL NDB and hold.

INDIANAPOLIS APP CON	UNICOM
135.45 317.8	123.05 (CTAF) L



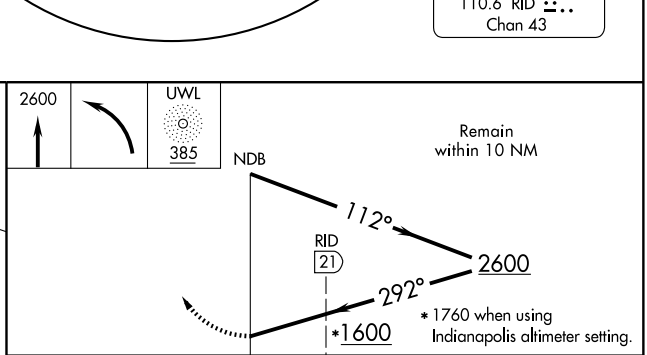
ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	1600-1 513 (600-1)		1600-1½ 513 (600-1½)	1600-1¾ 513 (600-1¾)
CIRCLING	1600-1 512 (600-1)		1600-1½ 512 (600-1½)	1640-2 552 (600-2)
DME MINIMUMS				
S-27	1540-1 453 (500-1)		1540-1¼ 453 (500-1¼)	1540-1½ 453 (500-1½)
CIRCLING	1540-1 452 (500-1)		1540-1½ 452 (500-1½)	1640-2 552 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

VORTAC RID	APP CRS	Rwy ldg	3680
110.6	291°	TDZE	1087
Chan 43		Apt Elev	1088

VOR or GPS RWY 27

NEW CASTLE-HENRY COUNTY MUNI (UWL)

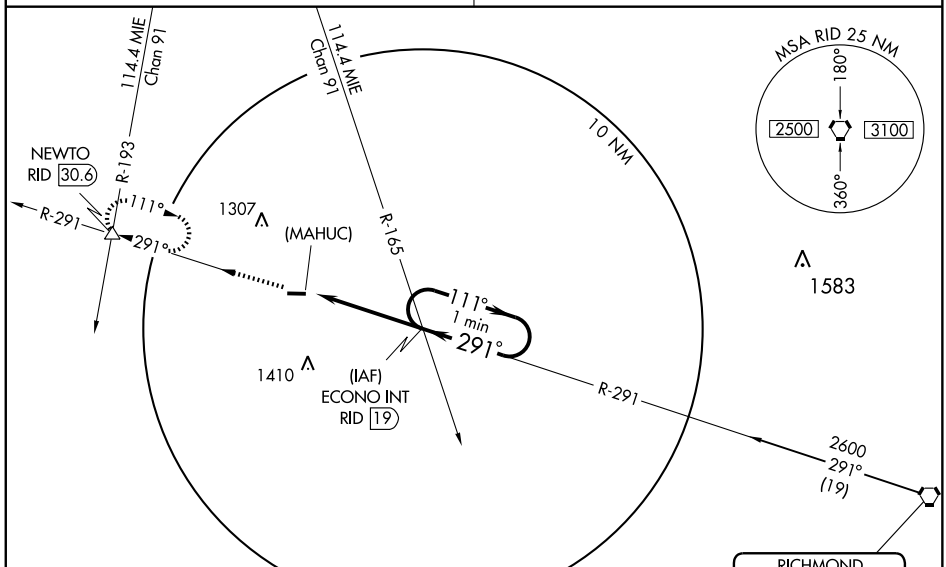
NA

Obtain local altimeter setting on CTAF; when not received, use Indianapolis altimeter setting.

MISSED APPROACH: Climb to 3000 via RID R-291 to NEWTO Int and hold.

INDIANAPOLIS APP CON
135.45 317.8

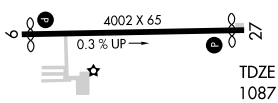
UNICOM
123.05 (CTAF) L



ELEV 1088

Rwy 9 ldg 3913′
Rwy 27 ldg 3680′

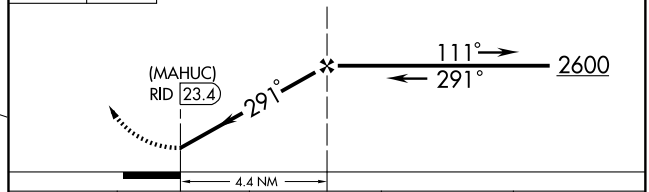
291° 4.4 NM
from FAF



TDZE
1087

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-27	1560-1 473 (500-1)	1560-1¼ 473 (500-1¼)	1560-1½ 473 (500-1½)	1560-1¾ 473 (500-1¾)
CIRCLING	1560-1 472 (500-1)	1560-1¼ 472 (500-1¼)	1560-1½ 472 (500-1½)	1640-2 552 (600-2)
INDIANAPOLIS ALTIMETER SETTING				
S-27	1700-1 613 (700-1)	1700-1¼ 613 (700-1¼)	1700-1½ 613 (700-1½)	1700-1¾ 613 (700-1¾)
CIRCLING	1700-1 612 (700-1)	1700-1¼ 612 (700-1¼)	1700-1½ 612 (700-1½)	1700-2 612 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

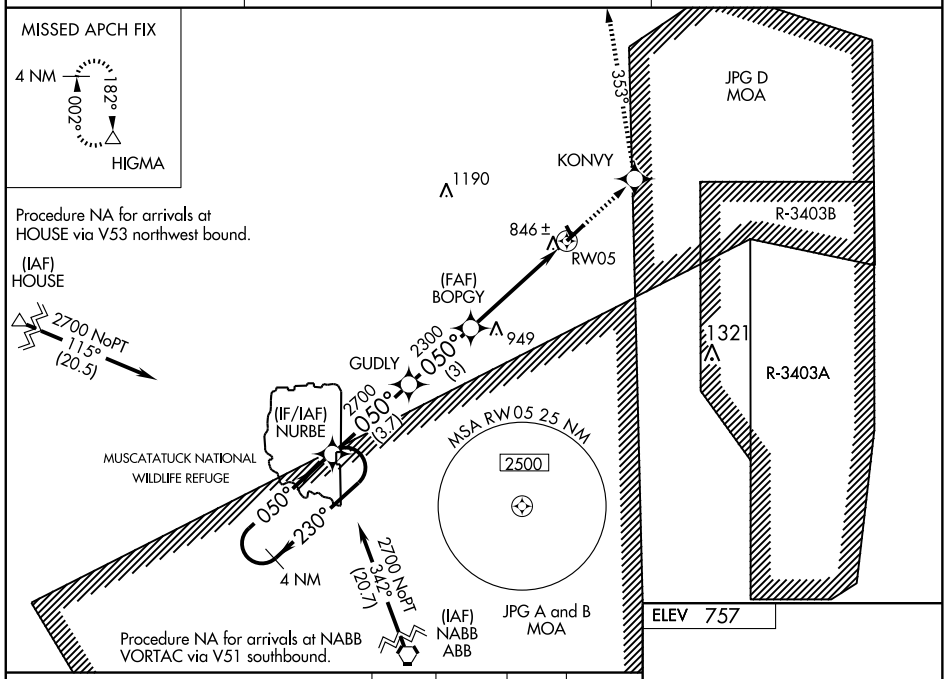
WAAS CH 70713 W05A	APP CRS 050°	Rwy ldg 5002 TDZE 757 Apt Elev 757

RNAV (GPS) RWY 5
NORTH VERNON (OVO)

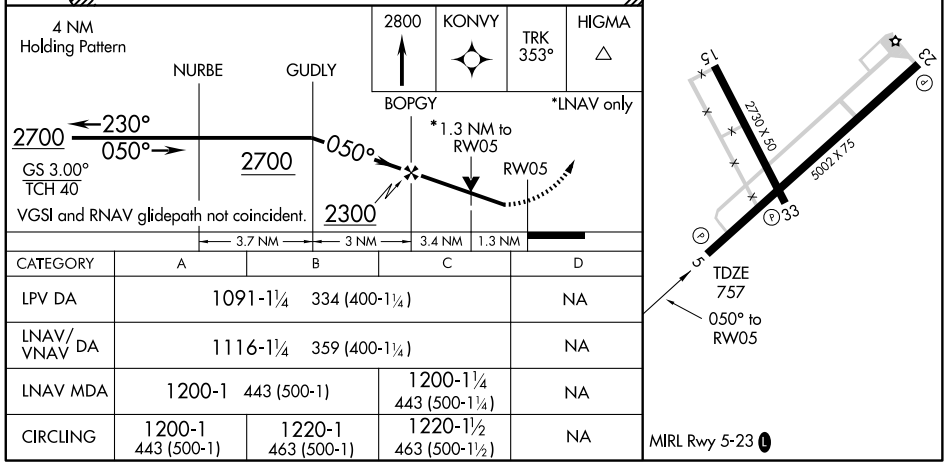
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Shelbyville altimeter setting.

MISSED APPROACH: Climb to 2800 direct KONVY and via track 353° to HIGMA and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L



ELEV 757



CATEGORY	A	B	C	D
LPV DA	1091-1¼ 334 (400-1¼)			NA
LNAV/VNAV DA	1116-1¼ 359 (400-1¼)			NA
LNAV MDA	1200-1 443 (500-1)		1200-1¼ 443 (500-1¼)	NA
CIRCLING	1200-1 443 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

APP CRS	Rwy ldg	5002
220°	TDZE	755
	Apt Elev	757

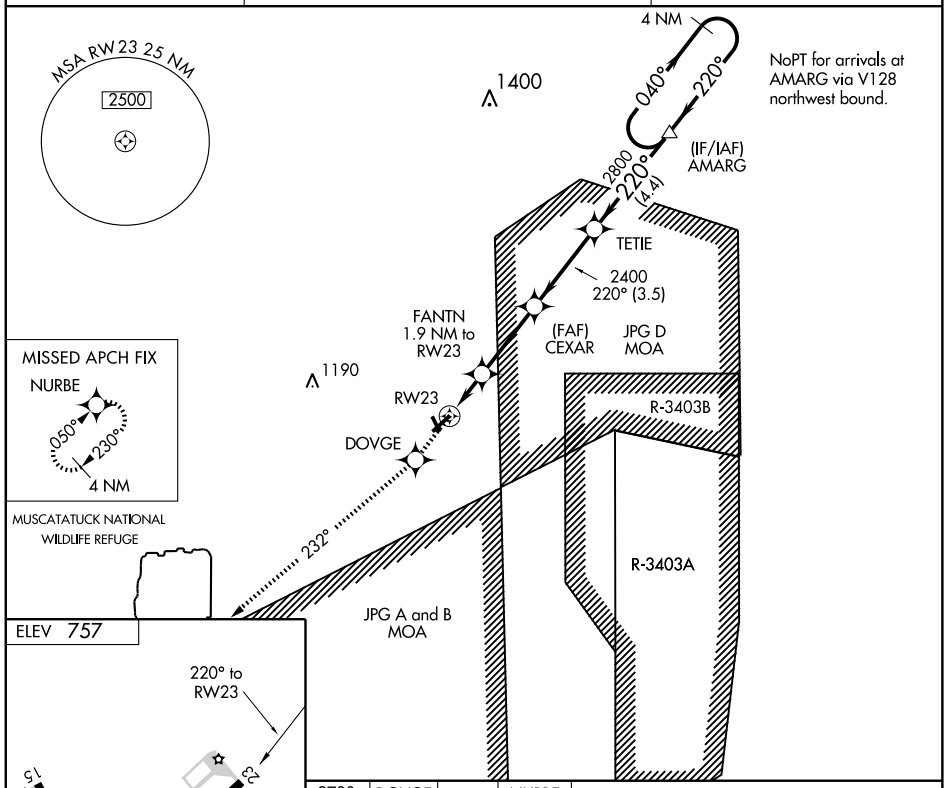
RNAV (GPS) Y RWY 23
NORTH VERNON (OVO)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile.
VDP NA when using Shelbyville altimeter setting.

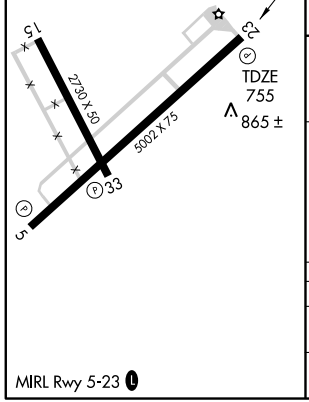
NA

MISSED APPROACH: Climb to 2700 direct DOVGE and via track 232° to NURBE and hold.

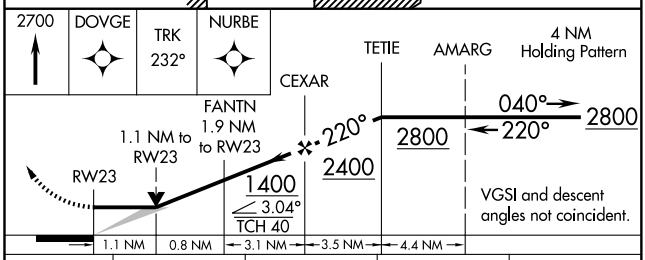
AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L



ELEV 757



MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	1120-1 365 (400-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 63113 W23A	APP CRS 230°	Rwy ldg 5002 TDZE 755 Apt Elev 757

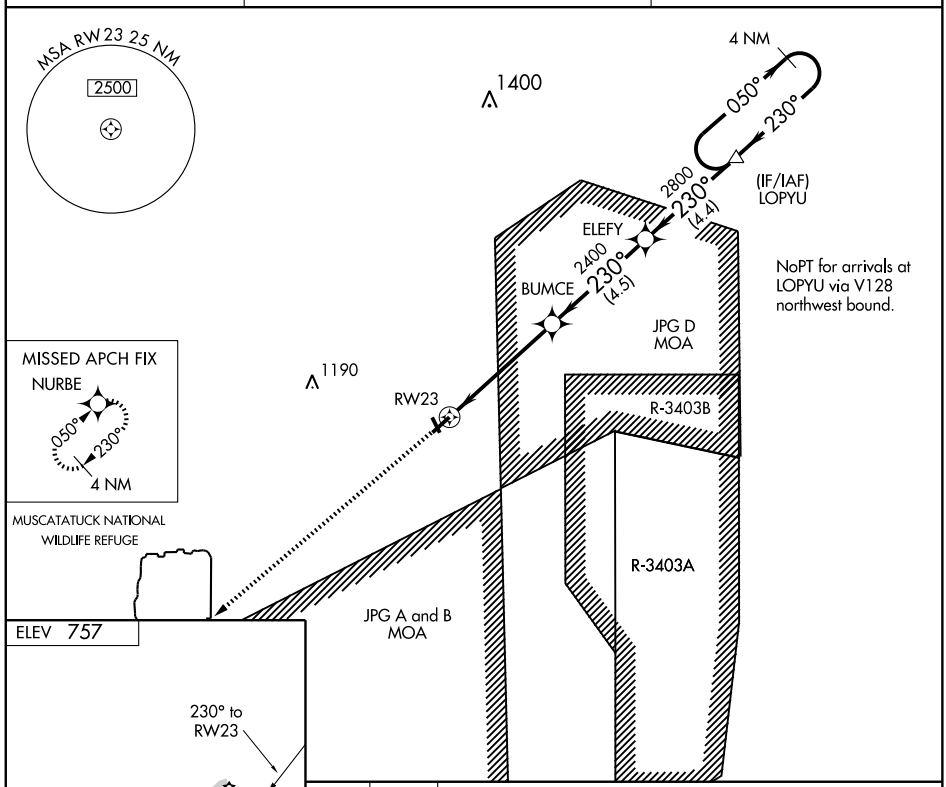
RNAV (GPS) Z RWY 23
NORTH VERNON (OVO)

DME/DME RNP-0.3 NA. Circling requires descent on GP to MDA.
When local altimeter setting not received, use Shelbyville altimeter setting and increase all DA 84 feet, all MDA 100 feet, increase LPV all Cats and Circling Cat A/B visibility ¼ mile.

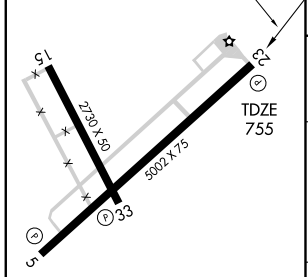
NA

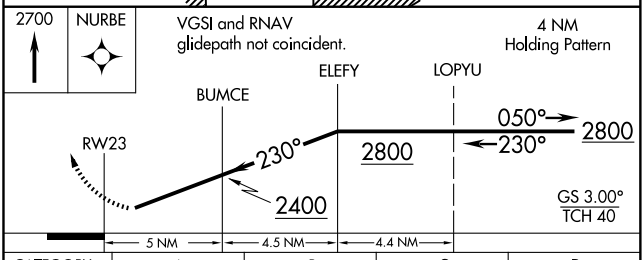
MISSED APPROACH: Climb to 2700 direct NURBE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
120.625	124.775 269.45	122.7 (CTAF) L



ELEV 757

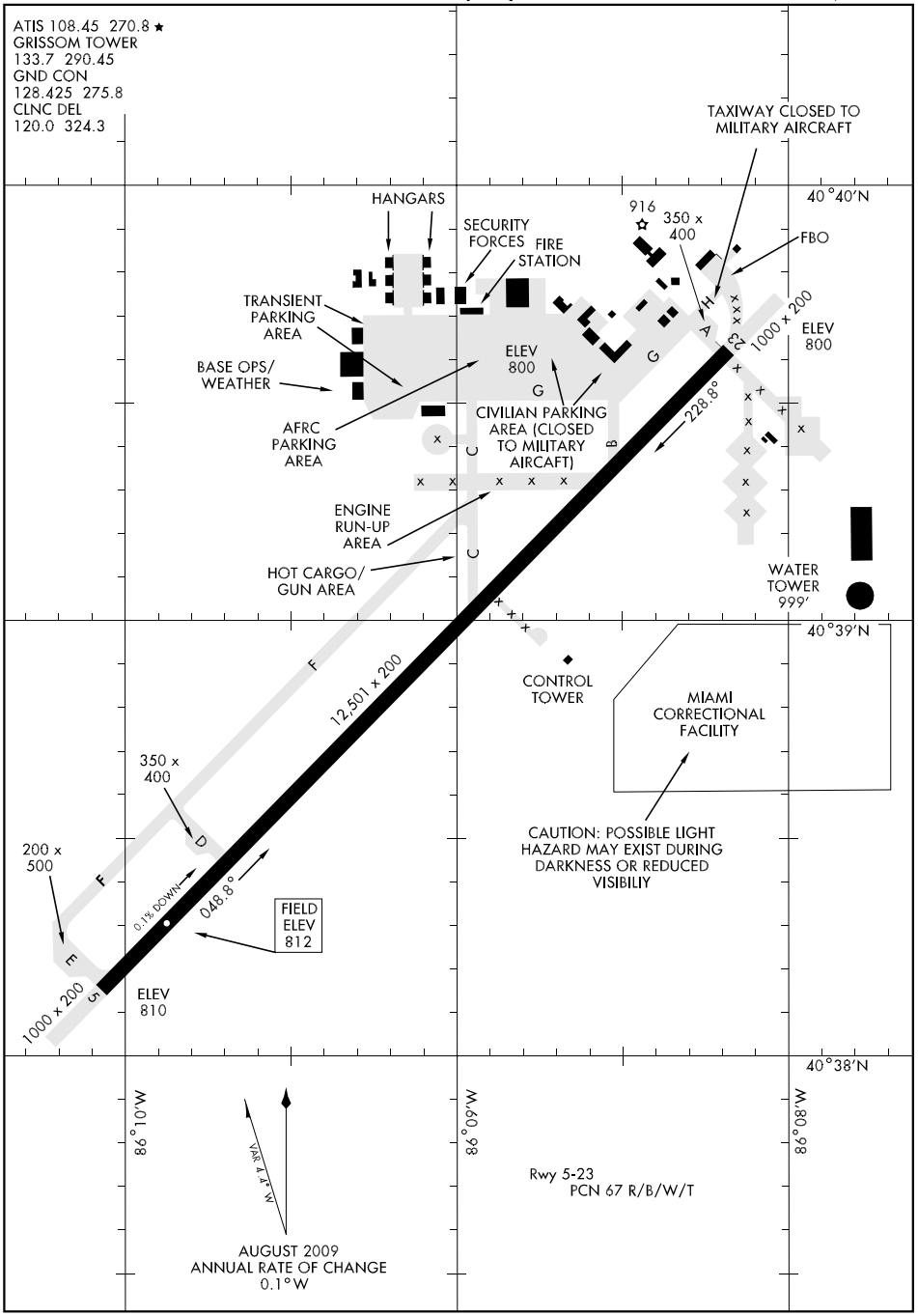




CATEGORY	A	B	C	D
LPV DA	1005-1 250 (300-1)			NA
CIRCLING	1180-1 423 (500-1)	1220-1 463 (500-1)	1220-1½ 463 (500-1½)	NA

MIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 108.45 270.8 ★
GRISSOM TOWER
133.7 290.45
GND CON
128.425 275.8
CLNC DEL
120.0 324.3
TAXIWAY CLOSED TO MILITARY AIRCRAFT
40°40'N
HANGARS
SECURITY FORCES
FIRE STATION
916
350 x 400
FBO
TRANSIENT PARKING AREA
BASE OPS/ WEATHER
ELEV 800
1000 x 200
ELEV 800
AFRC PARKING AREA
CIVILIAN PARKING AREA (CLOSED TO MILITARY AIRCAFT)
228.8°
ENGINE RUN-UP AREA
HOT CARGO/ GUN AREA
WATER TOWER 999'
40°39'N
12,501 x 200
CONTROL TOWER
MIAMI CORRECTIONAL FACILITY
350 x 400
200 x 500
0.1% DOWN
048.8°
FIELD ELEV 812
CAUTION: POSSIBLE LIGHT HAZARD MAY EXIST DURING DARKNESS OR REDUCED VISIBILIY
1000 x 200
ELEV 810
40°38'N
86°10'W
86°09'W
86°08'W
VAR 4.4° W
Rwy 5-23
PCN 67 R/B/W/T
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1°W

ILS or LOC/DME RWY 5

LOC I-GUS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.5	046°	12,501 / 812 / 812

AL-470 [USAF]

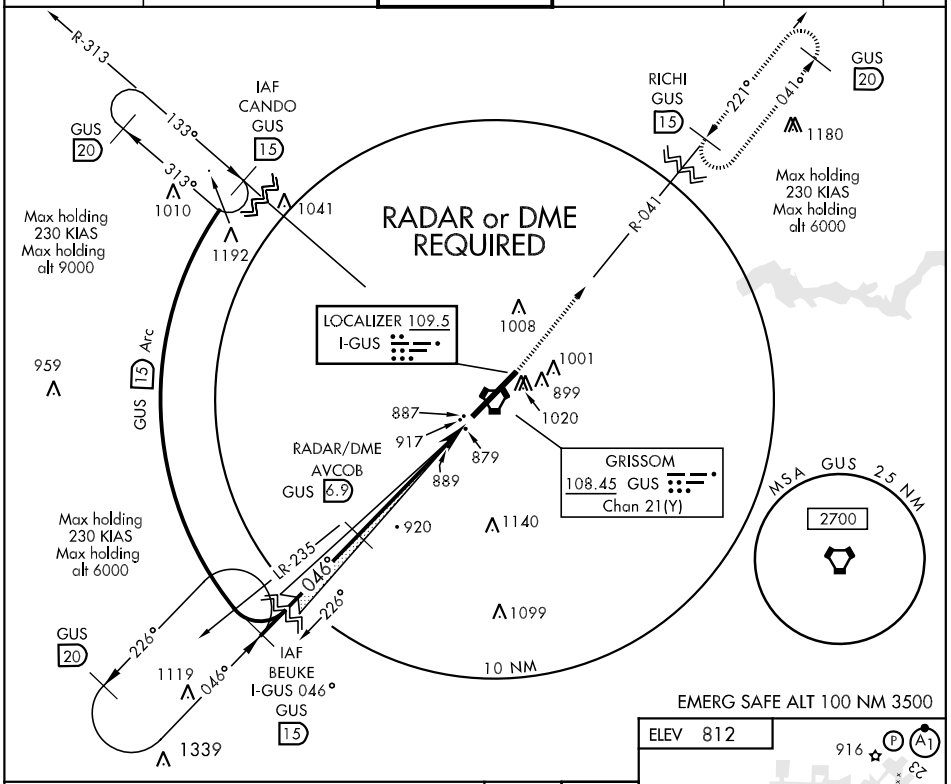
GRISSOM ARB (KGUS)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

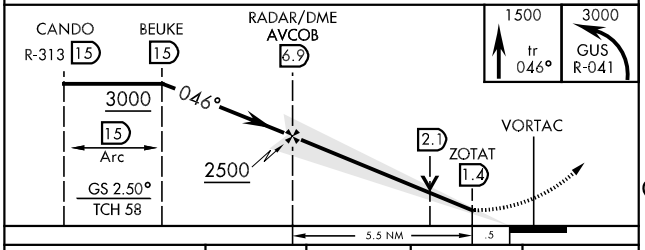
ALSF-1

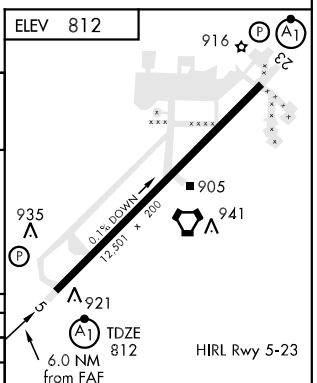
MISSED APPROACH: Climb to 3000, on track 046°, passing 1500 turn left intercept GUS R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 5 *	1012/24 200 (200-½)				
S-LOC 5 **	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5 **	1180/24 368 (400-½)		1180/40 368 (400-¾)		

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ILS or LOC/DME RWY 23

LOC I-RSM	APCH CRS	Rwy ldg / TDZE / Arpt Elev
109.5	226°	12,501 / 800 / 812

AL-470 [USAF] GRISSOM ARB (KGUS)

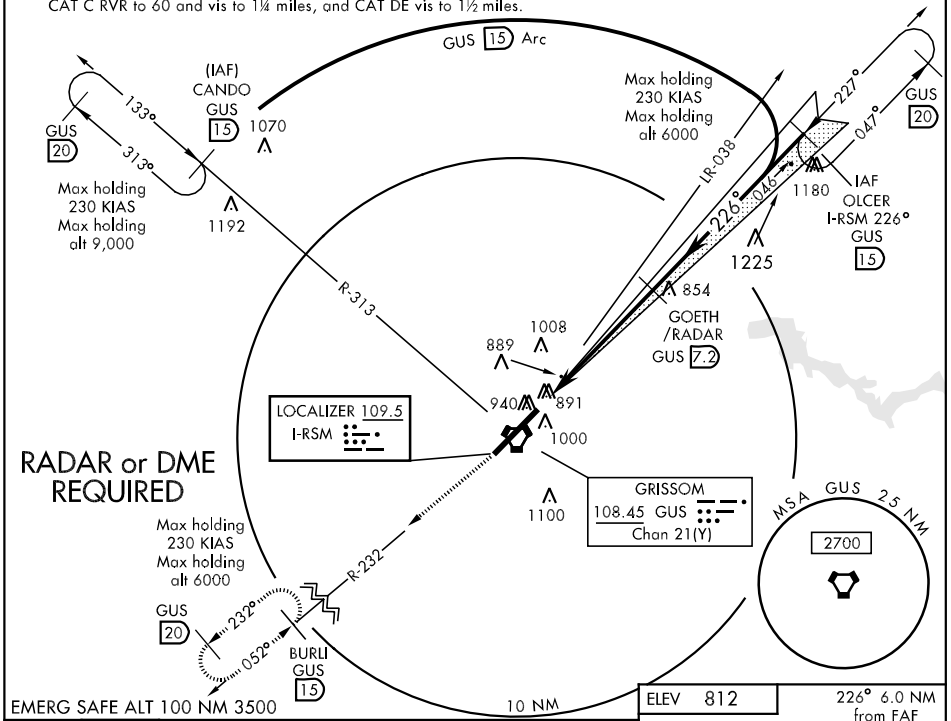
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

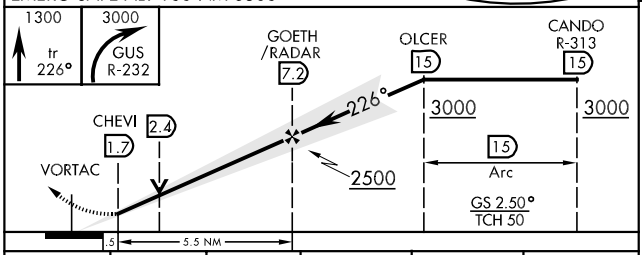
MISSED APPROACH: Climb to 3000 on track 226°, passing 1300 turn right to intercept GUS R-232 to BURLI (GUS R-232/15 DME) and hold.

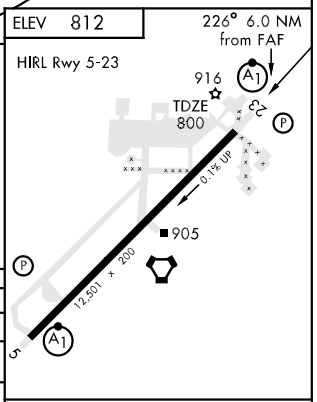
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, and CAT DE vis to 1½ miles.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-ILS 23*	1000/24		200 (200-½)		
S-LOC 23**	1180/24 380 (400-½)		1180/40 380 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23***	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	12,501
046°	TDZE	812
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct RILOE and hold.

ATIS *	GRISSOM APP CON	GRISSOM TOWER *	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.

RILOE
Max holding
alt 6000
Max holding
230 KIAS
047°
227°
5 NM
1000
RW05
30 NM to HUMVI
3000
136°
226°
HUMVI
(FAF)
NAVOJ
1090
(IAF)
HUMVI
3000
NoPT
3000
136°
(6.0)
2500
046°
(9.0)
(IAF)
JOVON
1094
226°
30 NM to GILDY
GILDY
3000
316°
5 NM
226°
046°
1339
1339
NoPT
3000
316°
(6.0)
1607
136°
JOVON
316°
30 NM to JOVON
3000
Max holding
alt 6000
Max holding
230 KIAS
(IAF)
GILDY
3000
1649

EMERG SAFE ALT 100 NM 3500

3000
RILOE

JOVON
226°
3000
046°
046°
NAVOJ
2500
1.3 NM
to RW05
RW05
2.57°
TCH 59
6.0 NM

ELEV 812
HIRL Rwy 5-23
916
23
939
905
0.1% DOWN
12,501 x 200
919
5
TDZE
812
046° to
RW05

CATEGORY	A	B	C	D	E
LNAV MDA *	1200/24 388 (400-½)		1200/40 388 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	12,501
226°	TDZE	800
	Arpt Elev	812

AL-470 [USAF]

GRISSOM ARB (KGUS)

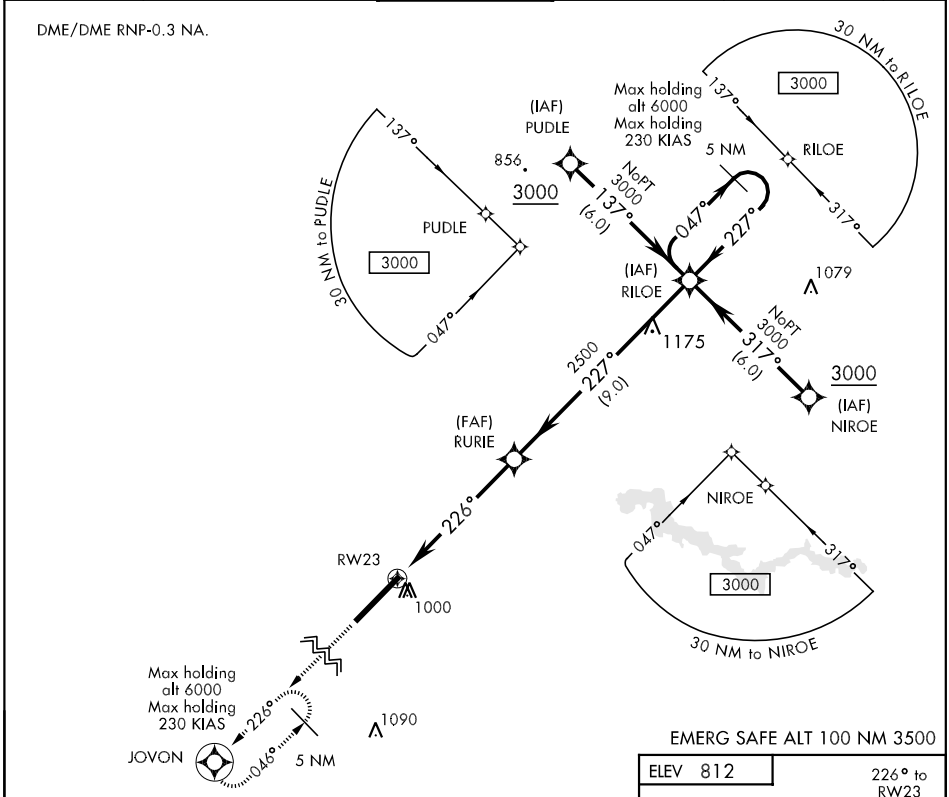
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

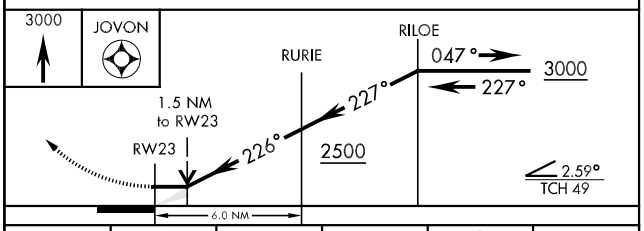
MISSED APPROACH: Climb to 3000 direct JOVON and hold.

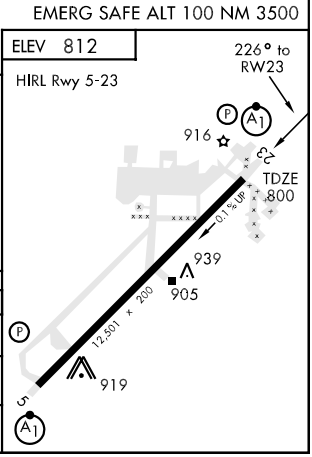
ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	

DME/DME RNP-0.3 NA.



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
LNAV MDA *	1240/24 440 (500-½)		1240/40 440 (500-¾)	1240/50 440 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

TACAN or VOR RWY 5

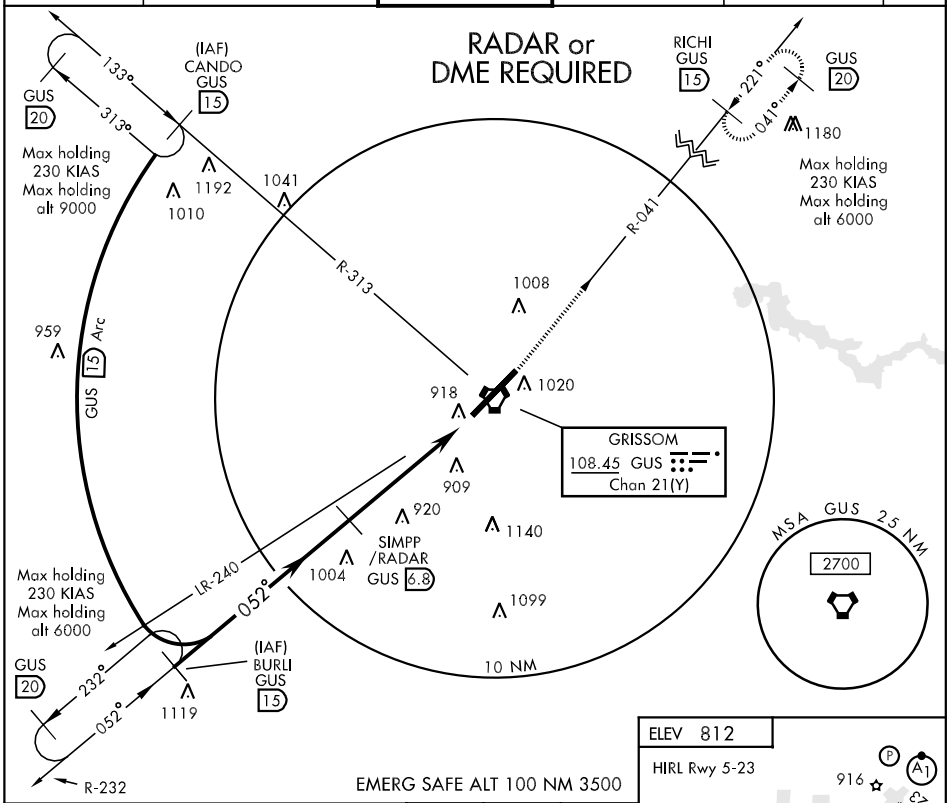
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 052°	Rwy ldg 12,501 TDZE 812 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

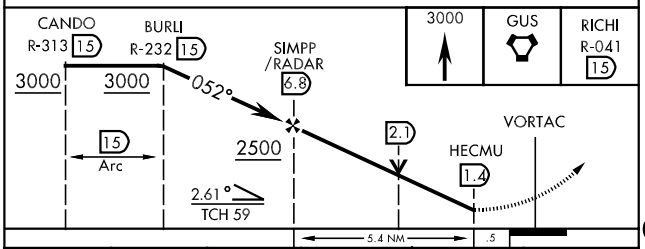
*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

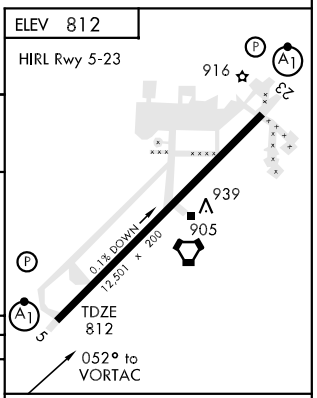
ALSF-1

MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to RICHI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	







CATEGORY	A	B	C	D	E
S-TAC/ VOR 5*	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5*	1180/24 368 (400-½)		1180/40 368 (400-¾)		

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

TACAN or VOR RWY 23

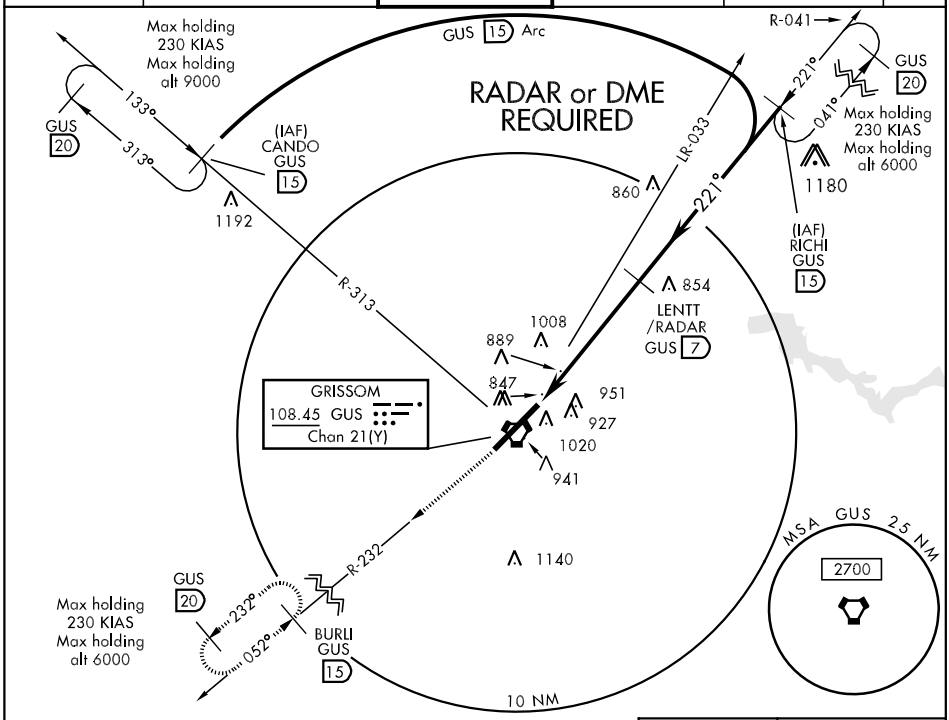
VORTAC GUS 108.45 Chan 21 (Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

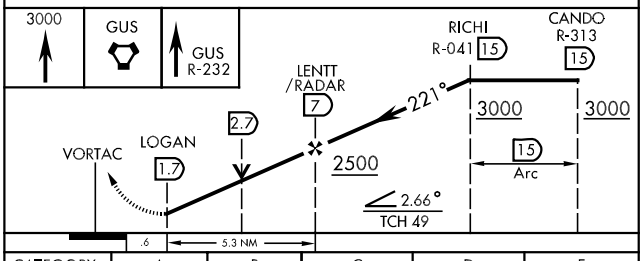
ALSF-1

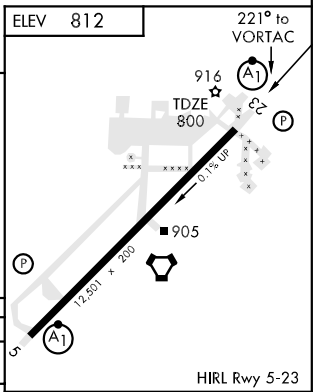
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-232 to BURLI and hold.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





HIRL Rwy 5-23

CATEGORY	A	B	C	D	E
S-TAC/ VOR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23 *	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

VOR Z RWY 5

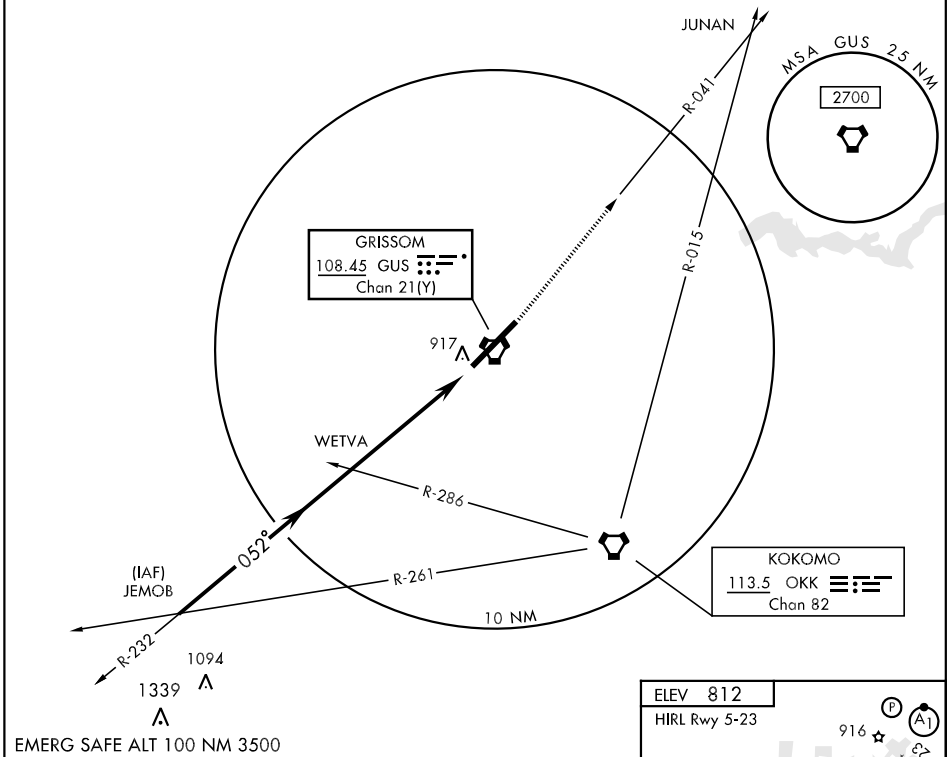
VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 052°	Rwy ldg 12,501 TDZE 812 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

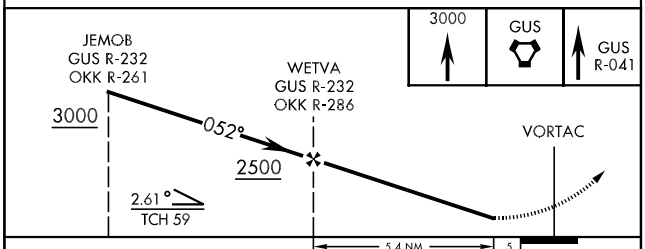
*When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

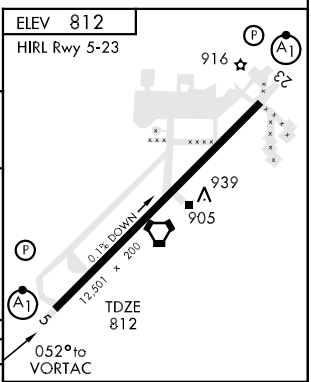
ALSF-1

MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out R-041 to JUNAN.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	







CATEGORY	A	B	C	D	E
S-5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 5 *	1180/24 368 (400-½)		1180/40 368 (400-¾)		

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

VOR Z RWY 23

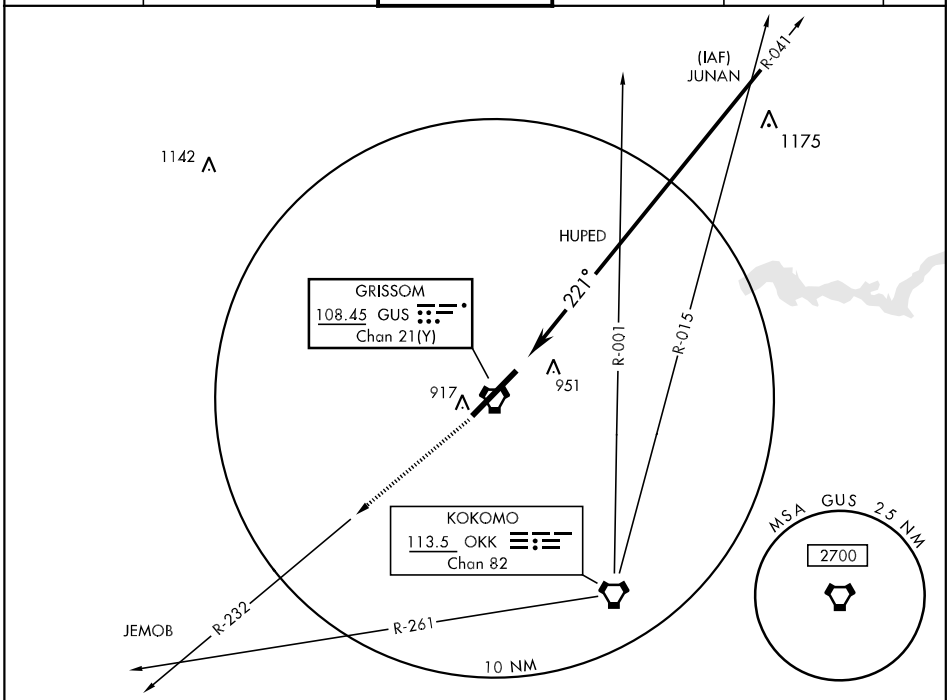
VORTAC GUS 108.45 Chan 21(Y)	APCH CRS 221°	Rwy ldg 12,501 TDZE 800 Arpt Elev 812	AL-470 [USAF]	GRISSOM ARB (KGUS)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

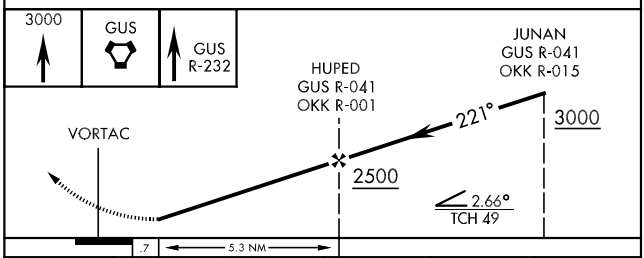
ALSF-1

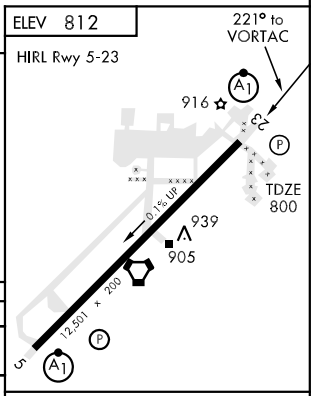
MISSED APPROACH: Climb to 3000 direct GUS VORTAC, out GUS R-232 to JEMOB.

ATIS ★	GRISSOM APP CON	GRISSOM TOWER ★	GND CON	CLNC DEL	ASR
108.45 270.8	121.05 379.3	133.7 290.45	128.425 275.8	120.0 324.3	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D	E
S-23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	
CIRCLING	1340-1 528 (600-1)		1340-1½ 528 (600-1½)	1380-2 568 (600-2)	1440-2¼ 628 (700-2¼)
S-ASR 23*	1260/24 460 (500-½)		1260/40 460 (500-¾)	1260/50 460 (500-1)	

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

APP CRS	Rwy ldg	4400
009°	TDZE	777
	Apt Elev	779

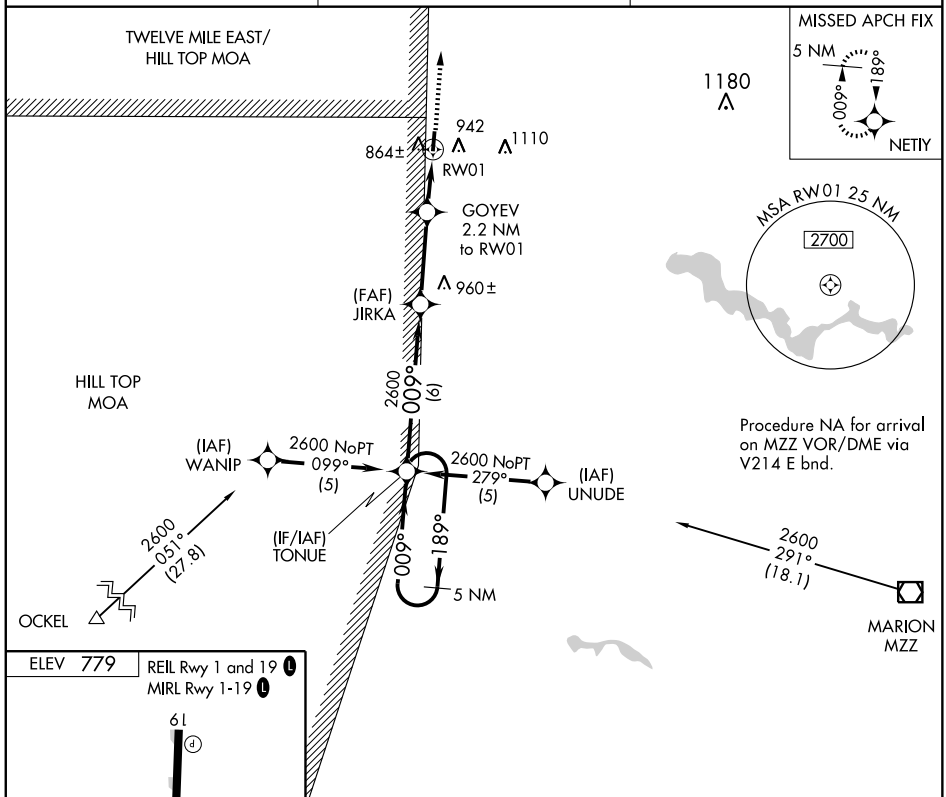
RNAV (GPS) RWY 1
PERU MUNI (I76)

DME/DME RNP-0.3 NA.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 2600 direct NETIY and hold.

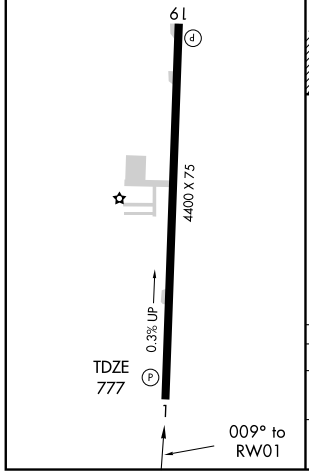
KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L

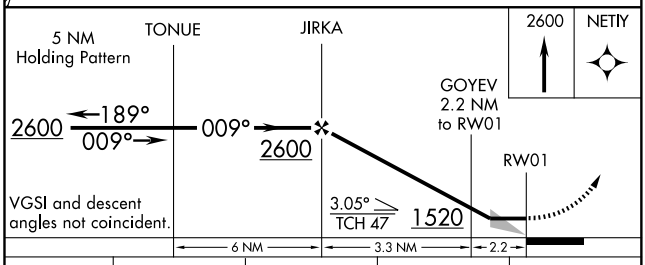


Procedure NA for arrival on MZZ VOR/DME via V214 E bnd.

ELEV 779

REIL Rwy 1 and 19 L
MIRL Rwy 1-19 L





CATEGORY	A	B	C	D
LNAV MDA	1240-1 463 (500-1)		1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

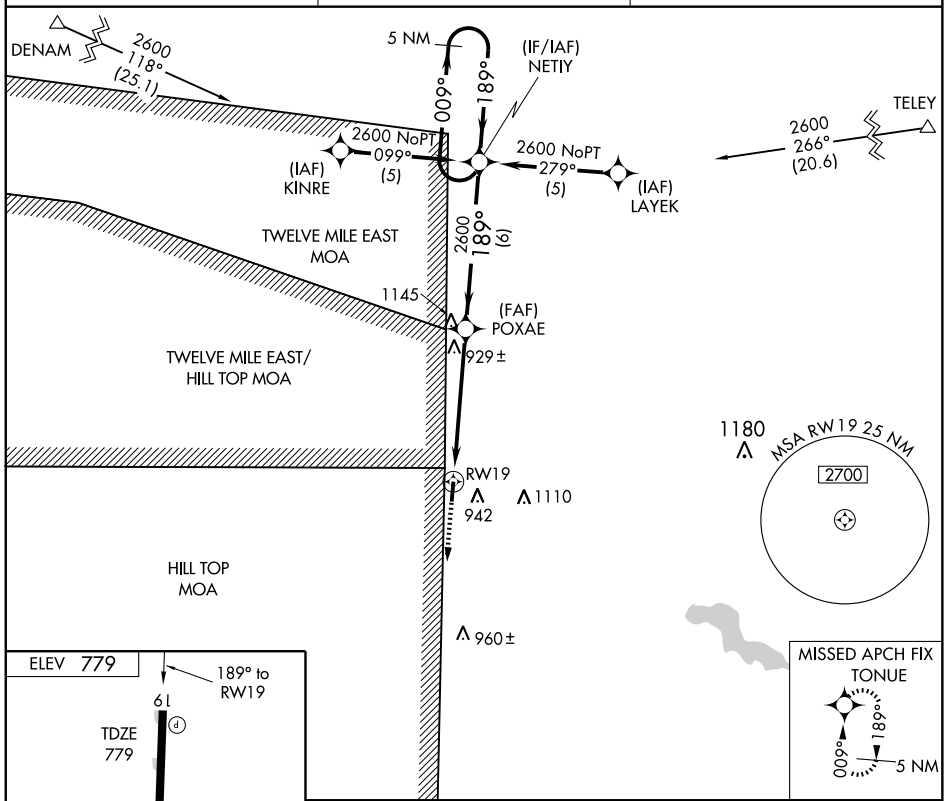
APP CRS	Rwy ldg	4400
189°	TDZE	779
	Apt Elev	779

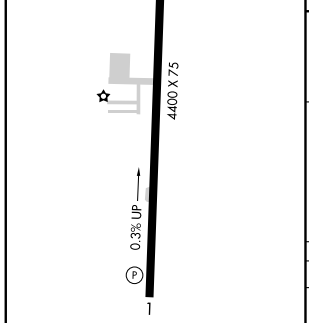
RNAV (GPS) RWY 19
PERU MUNI (I76)

DME/DME RNP-0.3 NA. Procedure NA at night.
Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDAs 60 feet.
NA

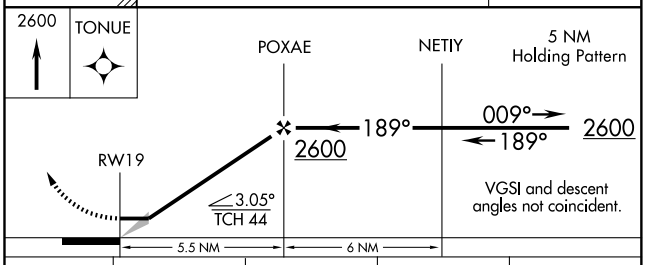
MISSED APPROACH: Climb to 2600 direct TONUE and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





REIL Rwy 1 and 19 L
MIRL Rwy 1-19 L



CATEGORY	A	B	C	D
LNAV MDA	1240-1 461 (500-1)		1240-1¼ 461 (500-1¼)	1240-1½ 461 (500-1½)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

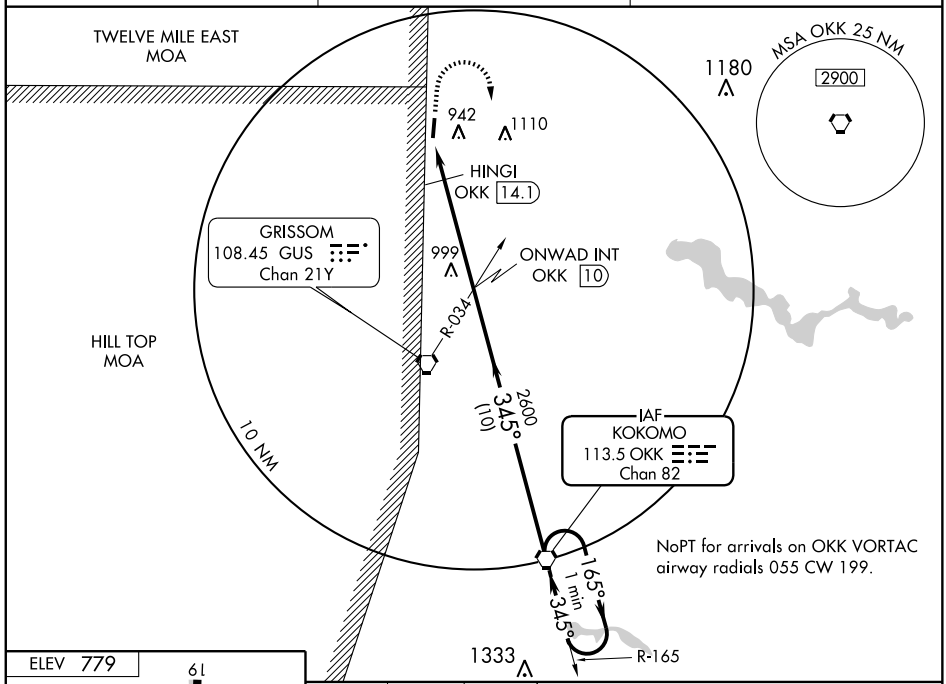
VORTAC OKK	APP CRS	Rwy ldg	4400
113.5	345°	TDZE	777
Chan 82		Apt Elev	779

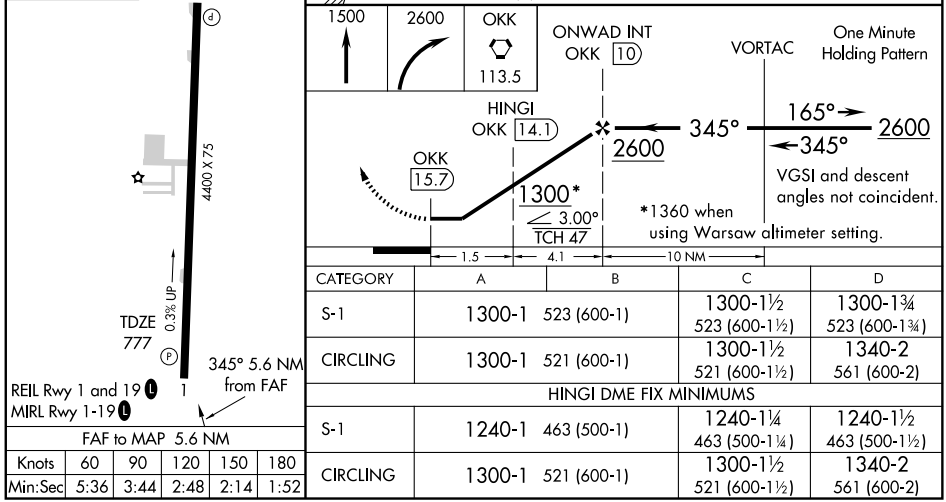
VOR RWY 1
PERU MUNI (I76)

Use Kokomo altimeter setting; if not received use Warsaw altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 direct OKK VORTAC and hold.

KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-1	1300-1 523 (600-1)		1300-1½ 523 (600-1½)	1300-1¾ 523 (600-1¾)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)
HINGI DME FIX MINIMUMS				
S-1	1240-1 463 (500-1)		1240-1¼ 463 (500-1¼)	1240-1½ 463 (500-1½)
CIRCLING	1300-1 521 (600-1)		1300-1½ 521 (600-1½)	1340-2 561 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME OXI	APP CRS	Rwy ldg	4400
115.6	080°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 10
PLYMOUTH MUNI (C65)

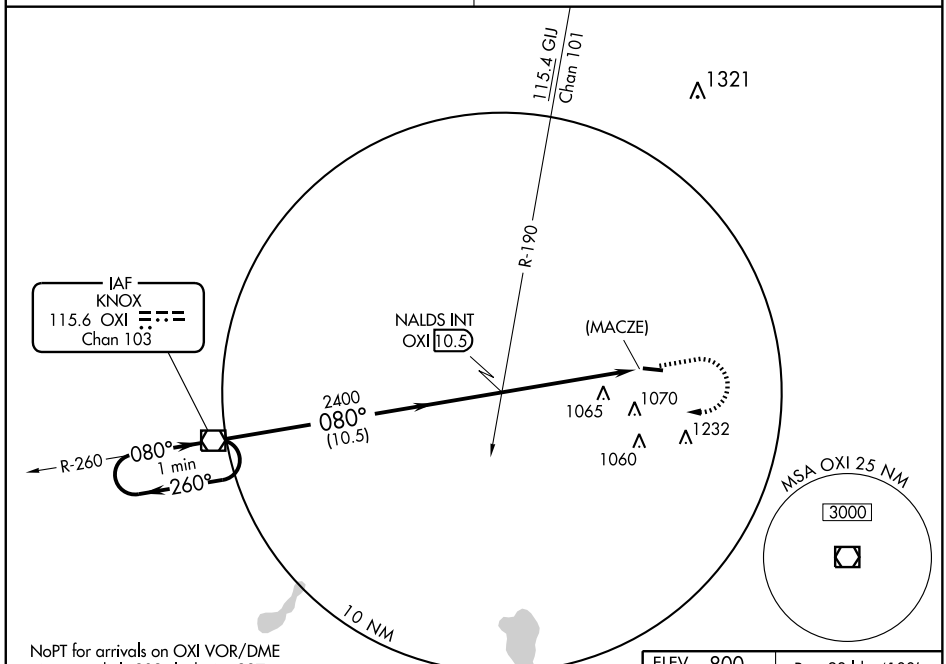
T
NA

Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

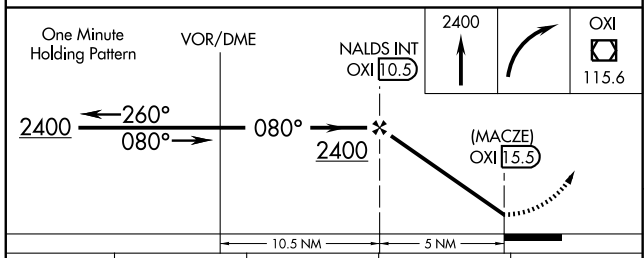
MISSED APPROACH: Climb to 2400 then right turn direct OXI VOR/DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L

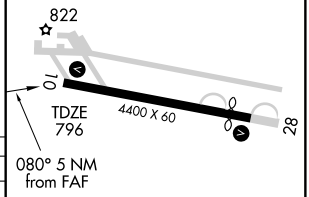


NoPT for arrivals on OXI VOR/DME airway radials 203 clockwise 297.



CATEGORY	A	B	C	D
S-10	1340-1	544 (600-1)	1340-1½ 544 (600-1½)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-10	1380-1	584 (600-1)	1380-1½ 584 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

ELEV 800 Rwy 28 ldg 4100′



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

VOR/DME OXI	APP CRS	Rwy ldg	4100
115.6	261°	TDZE	796
Chan 103		Apt Elev	800

VOR or GPS RWY 28

PLYMOUTH MUNI (C65)

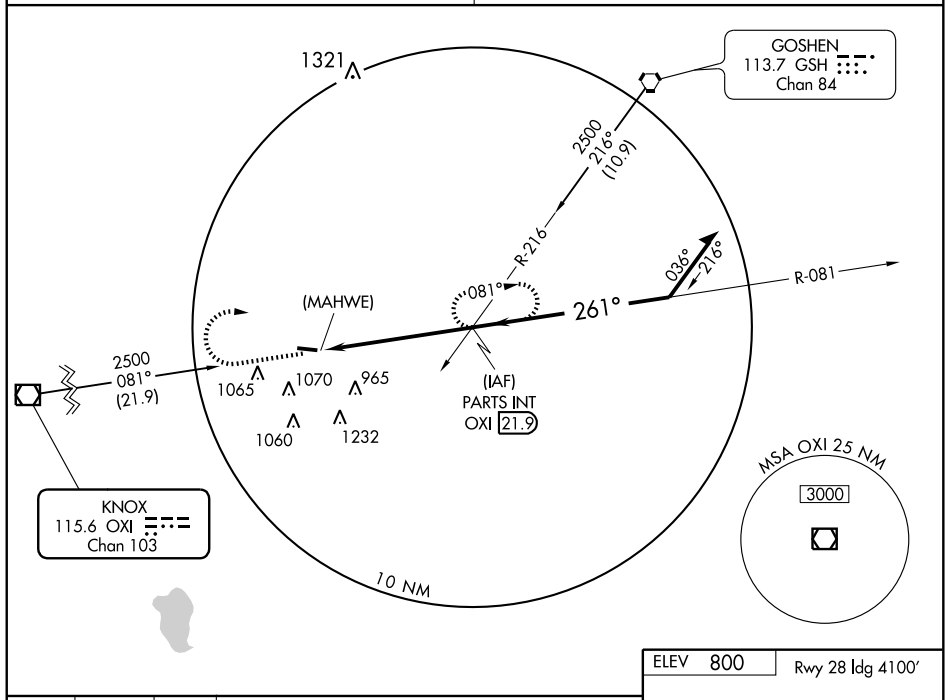
Obtain local altimeter setting on CTAF; when not received, use South Bend altimeter setting.

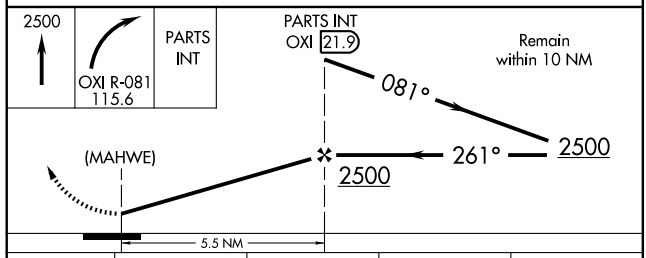
NA

MISSED APPROACH: Climb to 2500 then right turn via OXI R-081 to PARTS and hold.

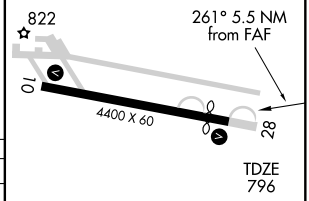
SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF) L





ELEV 800 Rwy 28 ldg 4100′



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

CATEGORY	A	B	C	D
S-28	1280-1	484 (500-1)	1280-1¼ 484 (500-1¼)	NA
CIRCLING	1340-1	544 (600-1)	1380-1½ 584 (600-1½)	NA
SOUTH BEND ALTIMETER SETTING MINIMUMS				
S-28	1320-1	524 (600-1)	1320-1½ 524 (600-1½)	NA
CIRCLING	1380-1	584 (600-1)	1440-1¾ 644 (700-1¾)	NA

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS		
092°	Rwy ldg	4002
	TDZE	923
	Apt Elev	926

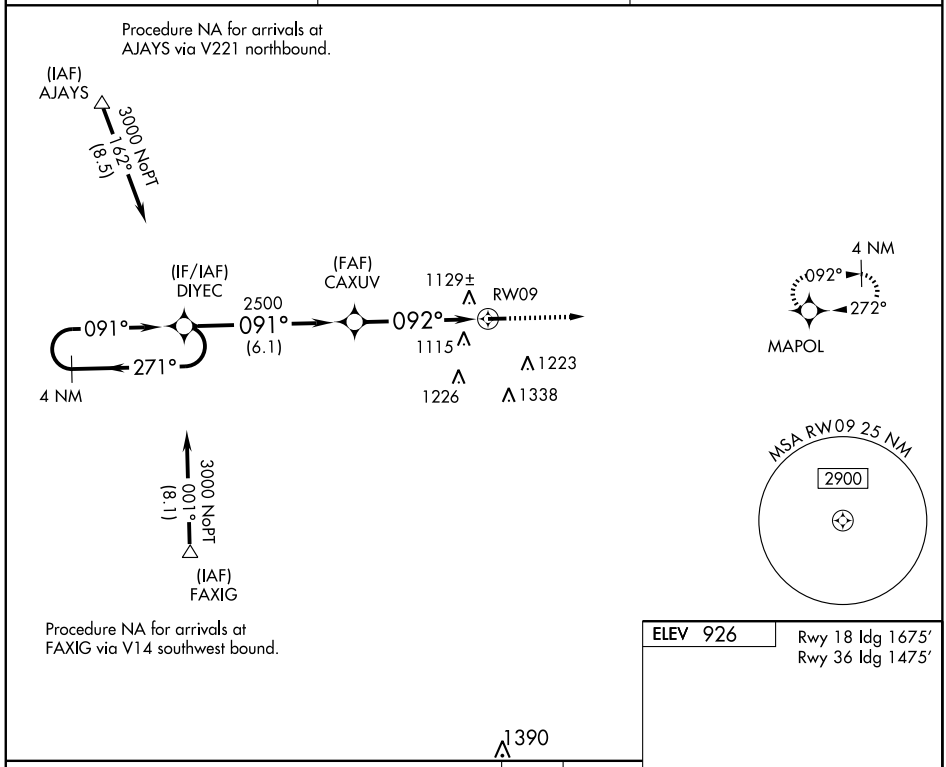
RNAV (GPS) RWY 9
PORTLAND MUNI (PLD)

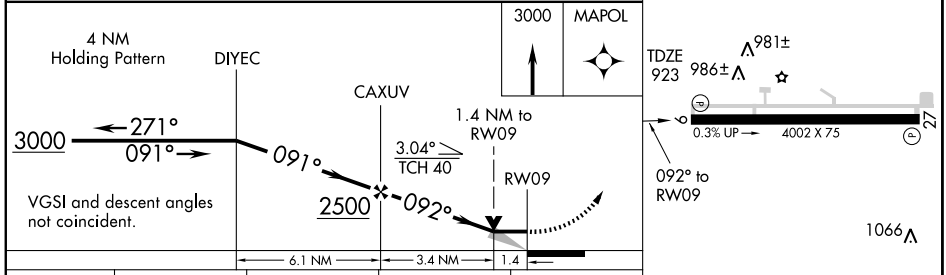
T
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct MAPOL and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.45	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1400-1 477 (500-1)		1400-1¼ 477 (500-1¼)	1400-1½ 477 (500-1½)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4002
272°	TDZE	926
	Apt Elev	926

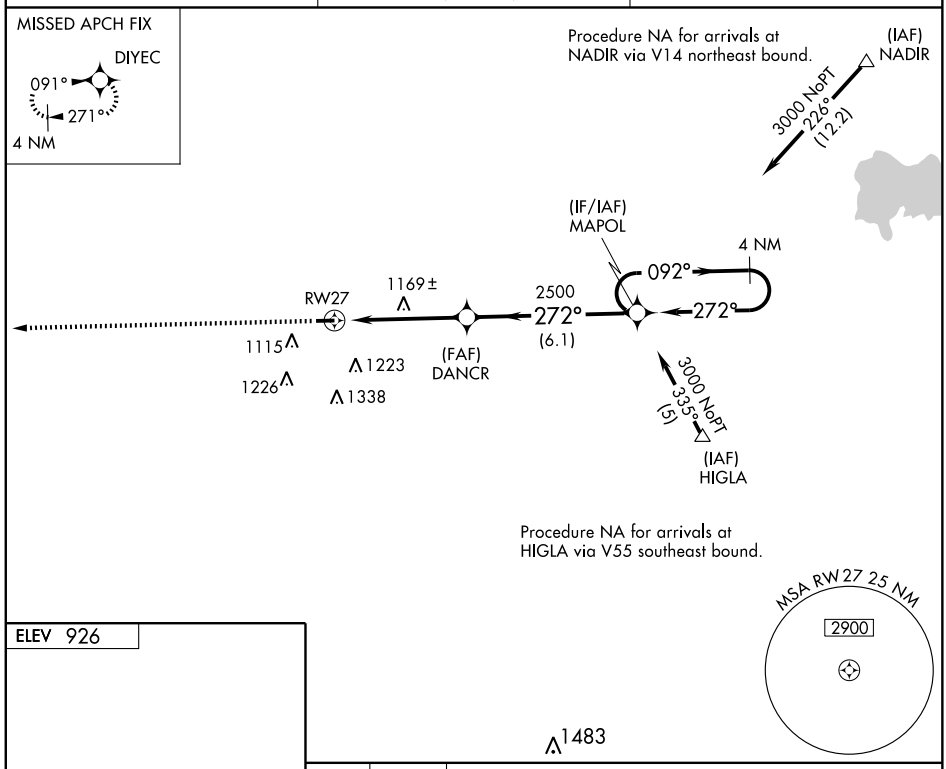
RNAV (GPS) RWY 27
PORTLAND MUNI (PLD)

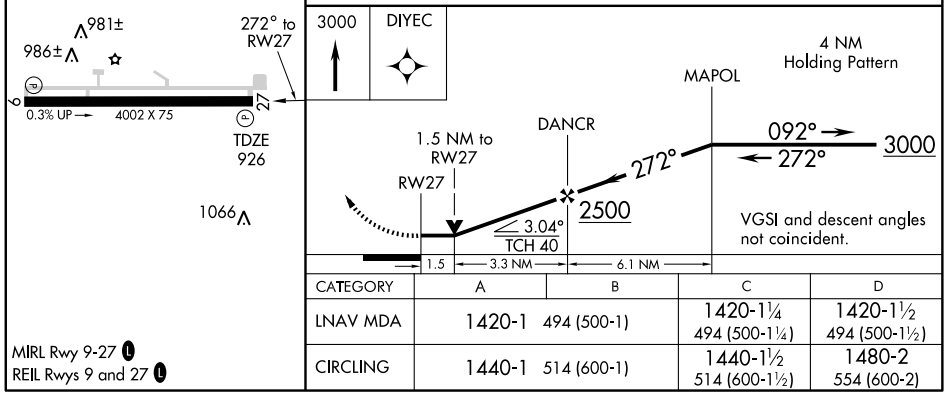
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Wayne Intl altimeter setting and increase all MDA 100 ft, increase LNAV Cat C and D visibility ¼ mile, Circling Cat C ¼ mile. VDP NA when using Fort Wayne Intl altimeter setting.

NA

MISSED APPROACH: Climb to 3000 direct DIYEC and hold.

AWOS-3	FORT WAYNE APP CON	UNICOM
118.45	132.15 (SE/NE) 284.6 127.2 (SW/NW) 284.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1420-1 494 (500-1)		1420-1¼ 494 (500-1¼)	1420-1½ 494 (500-1½)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)	1480-2 554 (600-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4001
172°	TDZE	698
	Apt Elev	698

GPS RWY 18

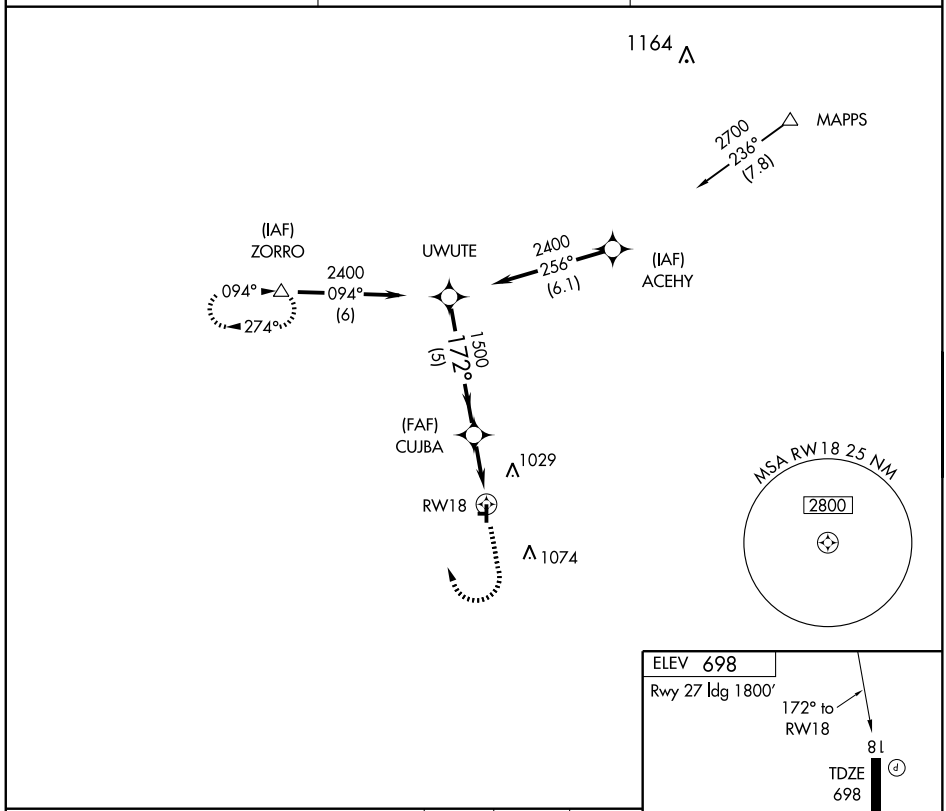
RENSSELAER/ JASPER COUNTY (RZL)

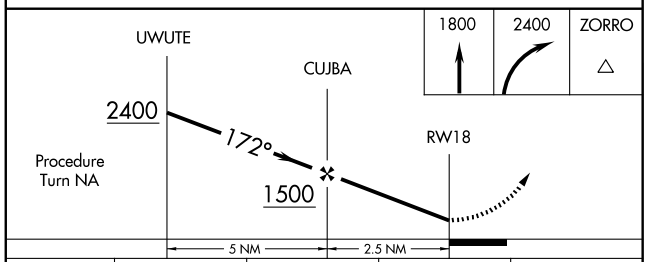
When local altimeter setting not received, use Lafayette, IN altimeter setting.

NA

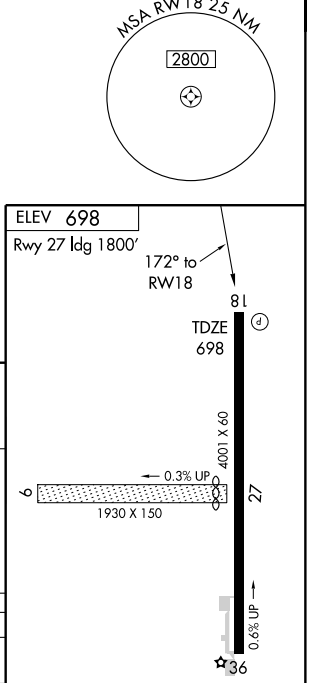
MISSED APPROACH: Climb to 1800, then climbing right turn to 2400 direct ZORRO and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF)





CATEGORY	A	B	C	D
S-18	1260-1 562 (600-1)		1260-1½ 562 (600-1½)	NA
CIRCLING	1260-1 562 (600-1)	1440-1¼ 742 (800-1¼)	1440-2¼ 742 (800-2¼)	NA



NDB RZL	APP CRS	Rwy ldg	4001
362	187°	TDZE	685
		Apt Elev	698

NDB RWY 18

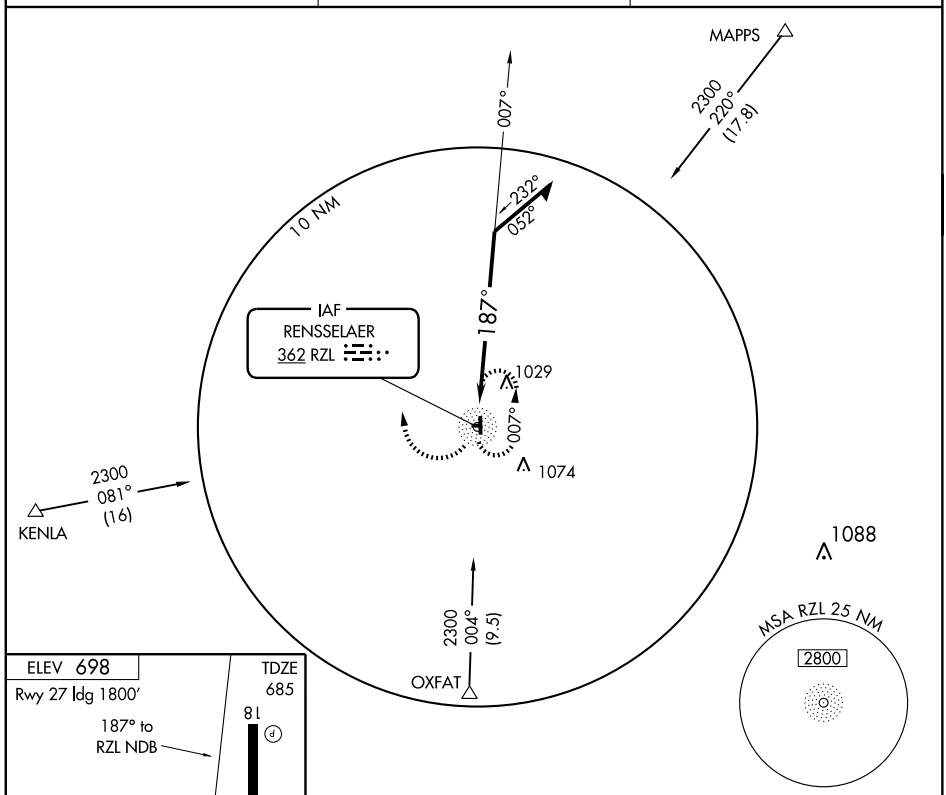
RENSSELAER/JASPER COUNTY (RZL)

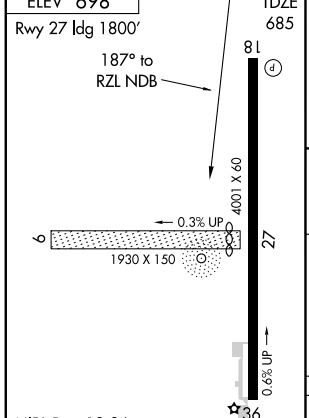
NA

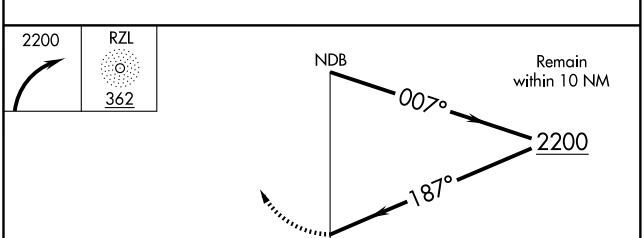
Use Lafayette, IN altimeter setting.

MISSED APPROACH: Climbing right turn to 2200 direct to RZL NDB and hold.

AWOS-3	CHICAGO CENTER	UNICOM
119.175	132.95 272.7	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-18	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1500-2½ 815 (900-2½)	NA
CIRCLING	1500-1 815 (900-1)	1500-1¼ 815 (900-1¼)	1520-2½ 835 (900-2½)	NA

LOC I-RID	APP CRS	Rwy ldg	5500
111.35	238°	TDZE	1139
		Apt Elev	1140

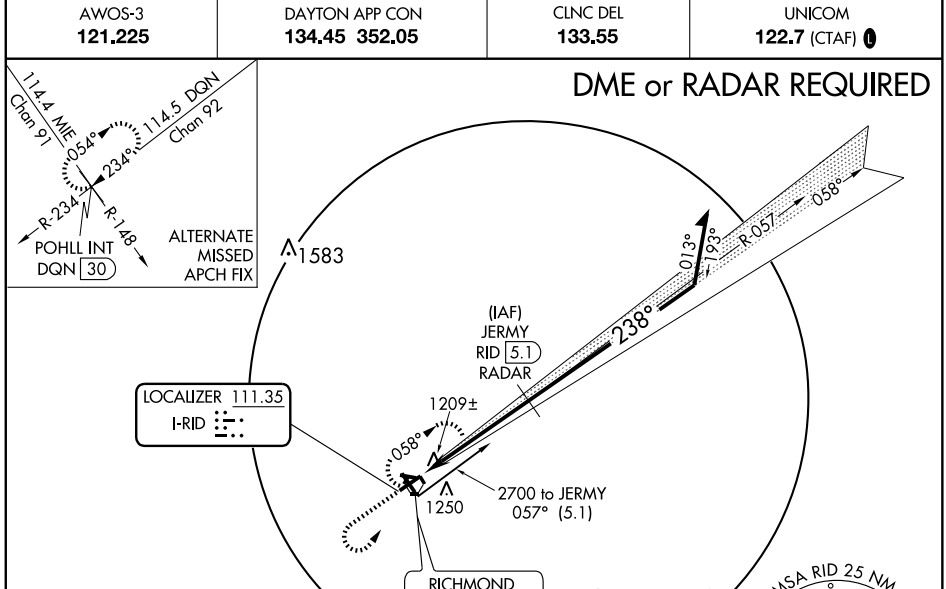
ILS or LOC RWY 24
RICHMOND MUNI (RID)

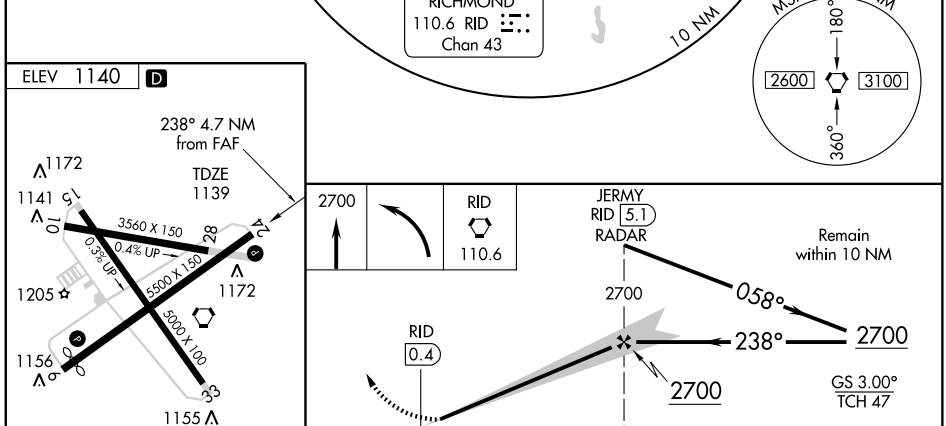
T
A NA

DME or Radar Required. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase DA 88 feet and all MDA 100 feet. Increase S-ILS 24 visibility ¼ mile all Cats and S-LOC 24 visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton altimeter setting, inoperative table does not apply to S-LOC 24 Cat C. DME from RID VORTAC. Simultaneous reception of I-RID and RID DME required.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 24	1339-¾ 200 (200-¾)			
S-LOC 24	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

APP CRS	Rwy ldg	5200
058°	TDZE	1137
	Apt Elev	1140

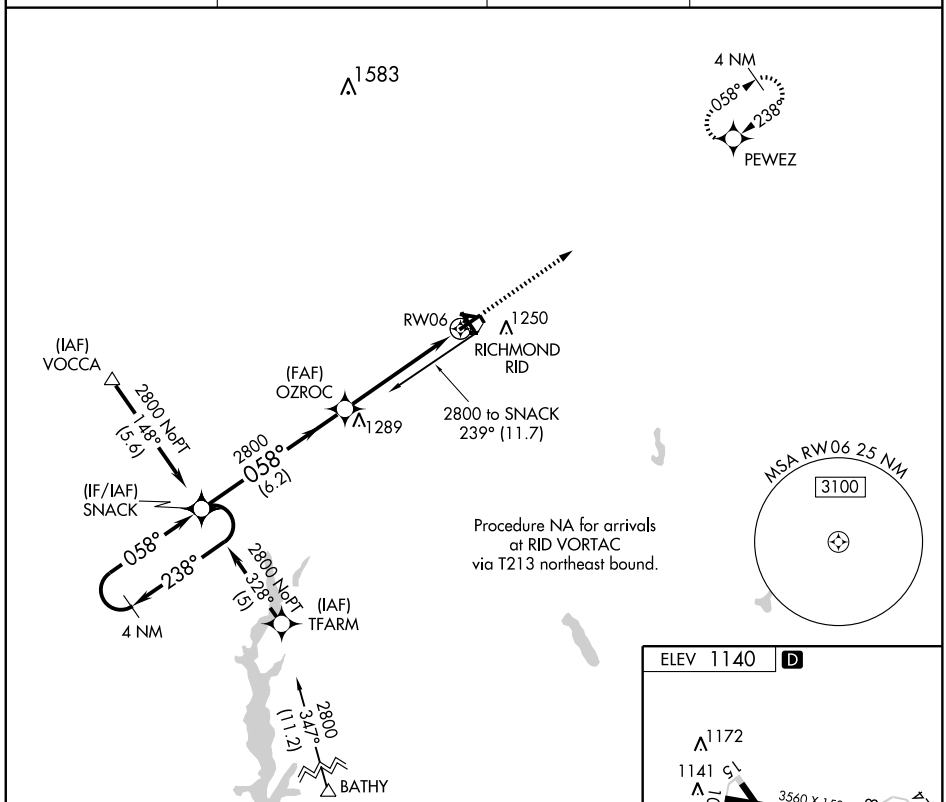
RNAV (GPS) RWY 6
RICHMOND MUNI (RID)

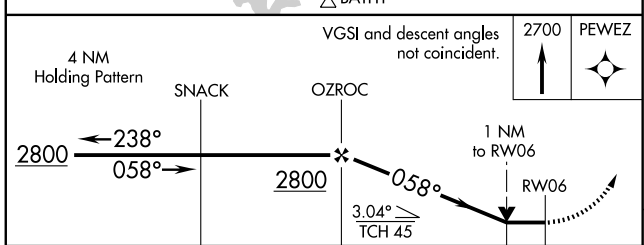
NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and LNAV visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 direct PEWEZ and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1480-1 343 (400-1)			1480-1¼ 343 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82112 W24A	APP CRS 238°	Rwy ldg 5500 TDZE 1139 Apt Elev 1140

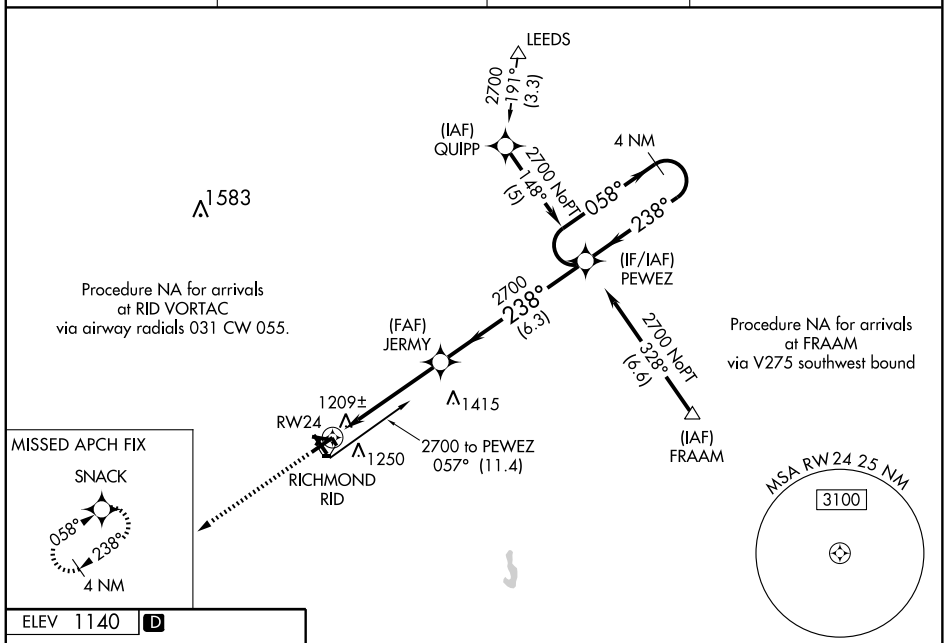
RNAV (GPS) RWY 24
RICHMOND MUNI (RID)

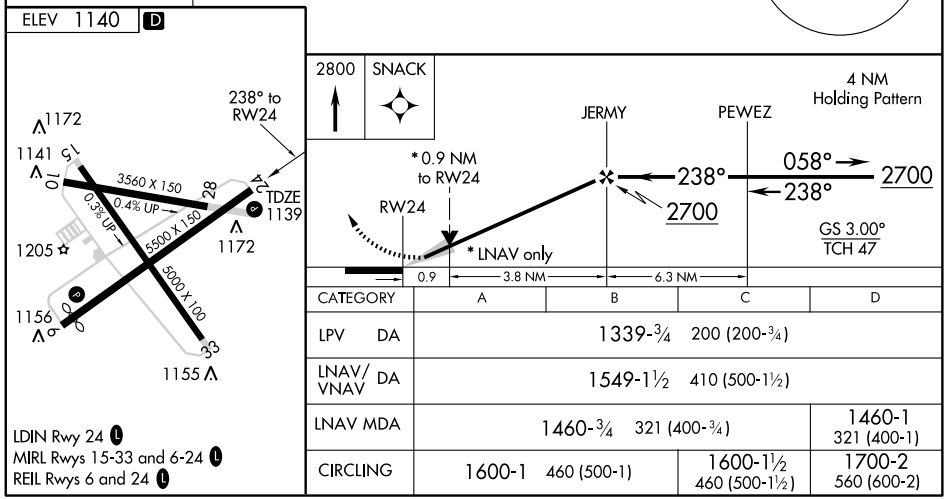
T NA

Inoperative table does not apply to LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all DA 88 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV visibility ¼ mile all Cats. Increase LNAV visibility Cat C ½ mile and Cat D ¼ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. VDP and Baro-VNAV NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2800 direct SNACK and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1339-¾ 200 (200-¾)			
LNAV/VNAV DA	1549-1½ 410 (500-1½)			
LNAV MDA	1460-¾ 321 (400-¾)			1460-1 321 (400-1)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5000
328°	TDZE	1140
	Apt Elev	1140

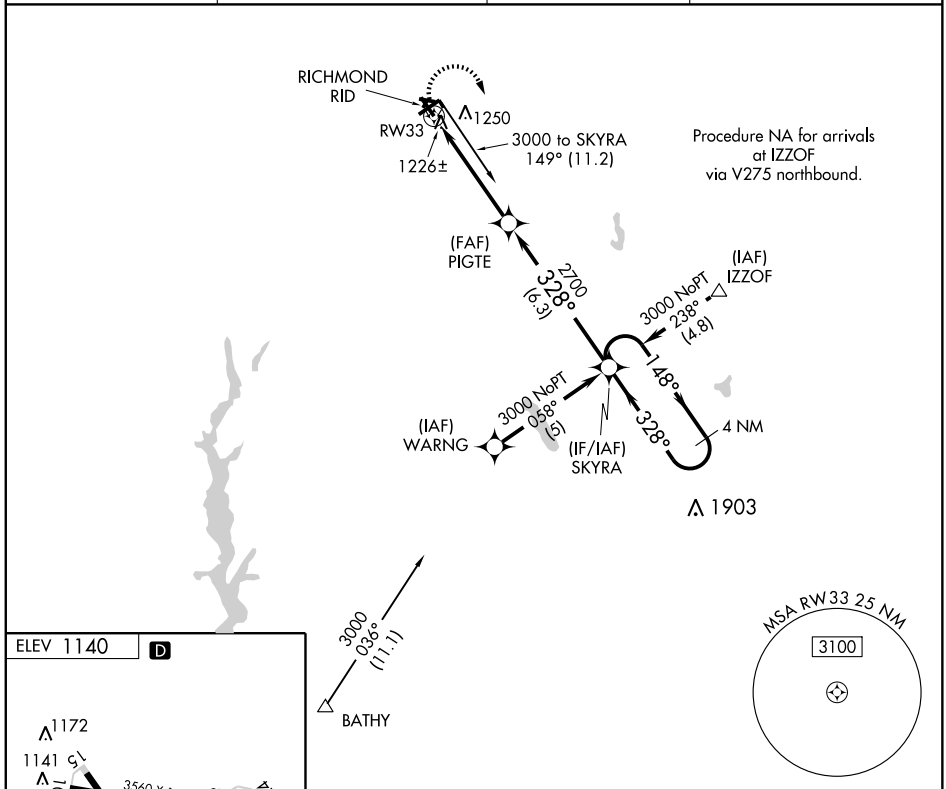
RNAV (GPS) RWY 33
RICHMOND MUNI (RID)

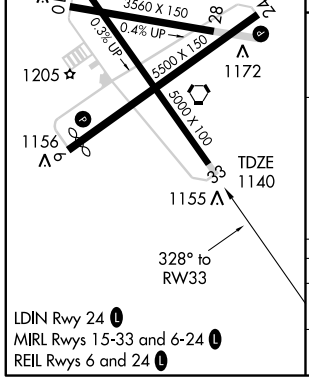
NA

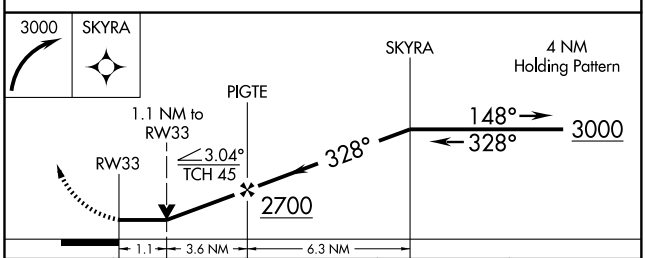
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet and increase visibility Cat C, D ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct SKYRA and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1540-1 400 (400-1)			1540-1¼ 400 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

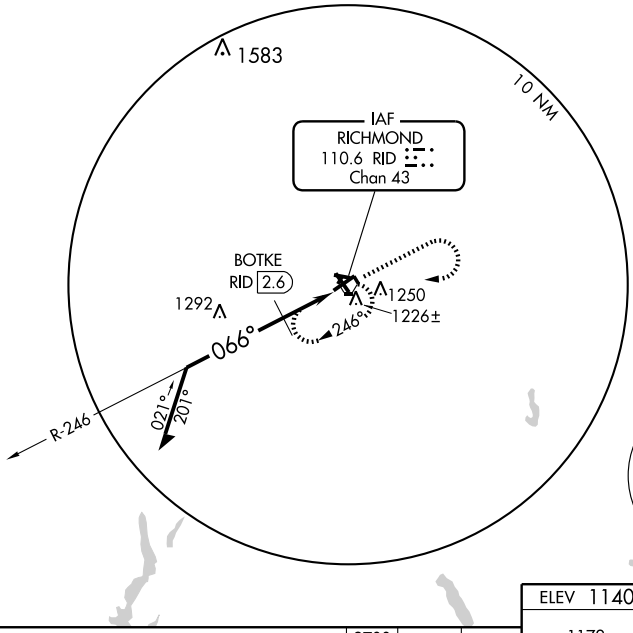
VORTAC RID 110.6 Chan 43	APP CRS 066°	Rwy ldg 5200 TDZE 1137 Apt Elev 1140

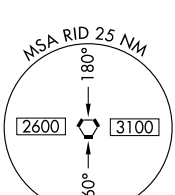
VOR RWY 6
RICHMOND MUNI (RID)

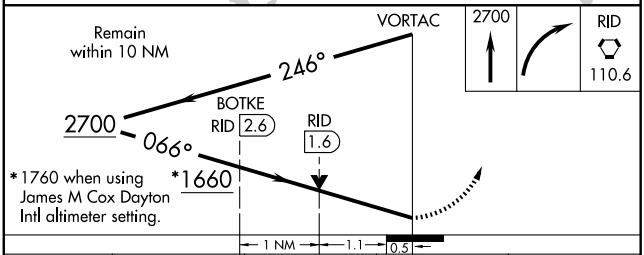
T A NA — When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-6 Cat C, D and Circling Cat C visibility ¼ mile. Increase BOTKE fix minimums S-6 Cat C, D visibility ¼ mile. VDP NA when using James M Cox Dayton Intl altimeter setting.

MISSED APPROACH: Climb to 2700 then right turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L

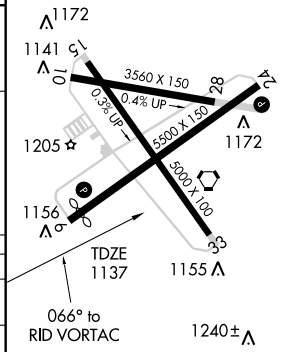






CATEGORY	A	B	C	D
S-6	1660-1 523 (600-1)		1660-1½ 523 (600-1½)	1660-1¾ 523 (600-1¾)
CIRCLING	1660-1 520 (600-1)		1660-1½ 520 (600-1½)	1700-2 560 (600-2)
BOTKE FIX MINIMUMS				
S-6	1500-1 363 (400-1)			1500-1¼ 363 (400-1¼)
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

ELEV 1140 D



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

VORTAC RID 110.6 Chan 43	APP CRS 228°	Rwy ldg 5500 TDZE 1139 Apt Elev 1140

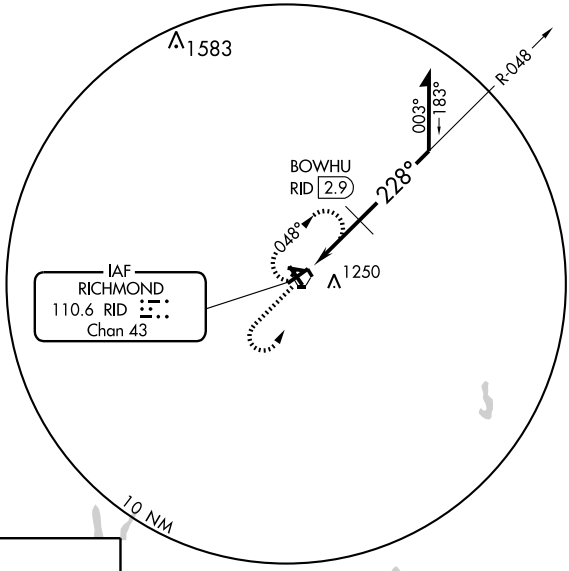
VOR RWY 24
RICHMOND MUNI (RID)

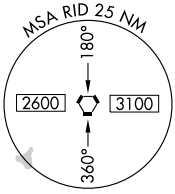
NA

Inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-24 Cat C/D and Circling Cat C/D visibility ¼ mile. Increase BOWHU FIX minimums S-24 Cat C ¼ mile and Cat D ½ mile. When using James M Cox Dayton Intl altimeter setting inoperative table does not apply to S-24/BOWHU FIX minimums S-24 Cat C. VDP NA when using James M Cox Dayton Intl altimeter setting.

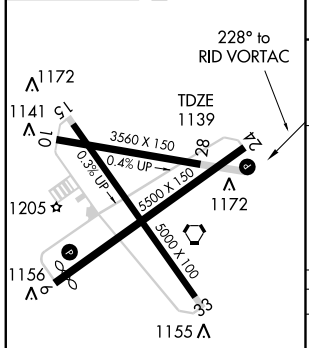
MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L

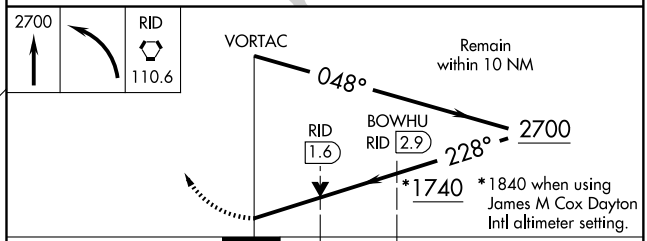




ELEV 1140 D



LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L



CATEGORY	A	B	C	D
S-24	1740-¾ 601 (600-¾)		1740-1¾ 601 (600-1¾)	1740-2 601 (600-2)
CIRCLING	1740-1 600 (600-1)		1740-1¾ 600 (600-1¾)	1740-2 600 (600-2)
BOWHU FIX MINIMUMS				
S-24	1560-¾ 421 (500-¾)		1560-1¼ 421 (500-1¼)	
CIRCLING	1600-1 460 (500-1)		1600-1½ 460 (500-1½)	1700-2 560 (600-2)

VORTAC RID 110.6 Chan 43	APP CRS 332°	Rwy ldg 5000 TDZE 1140 Apt Elev 1140

VOR RWY 33

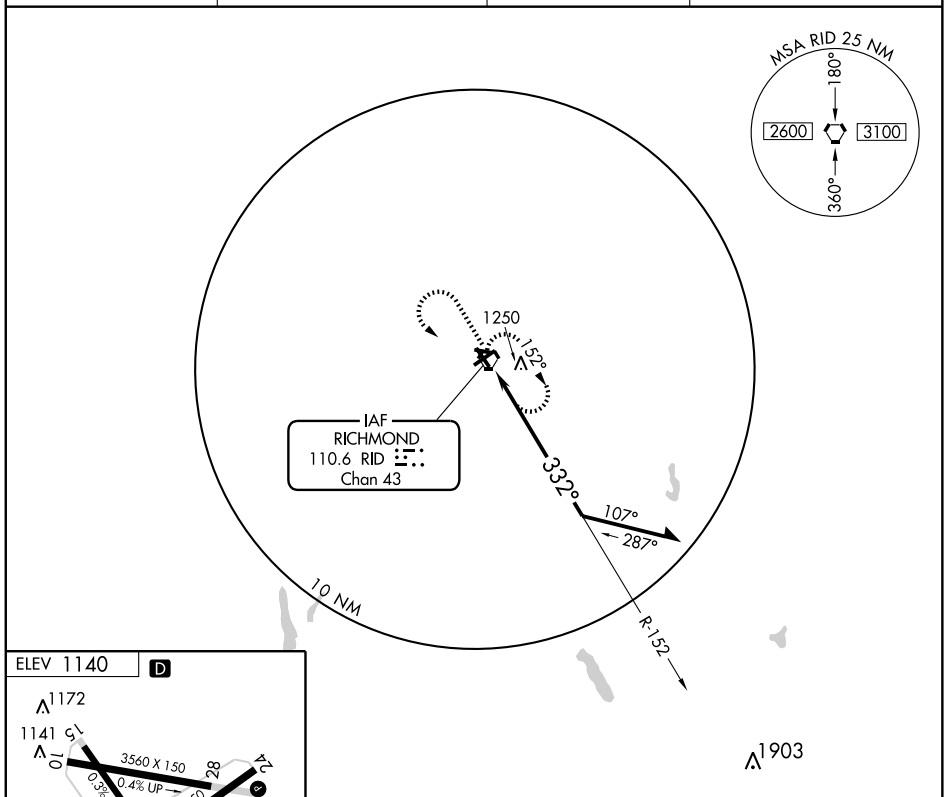
RICHMOND MUNI (RID)

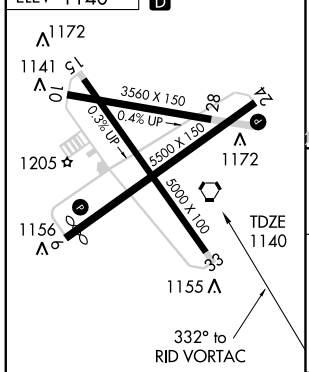
T NA

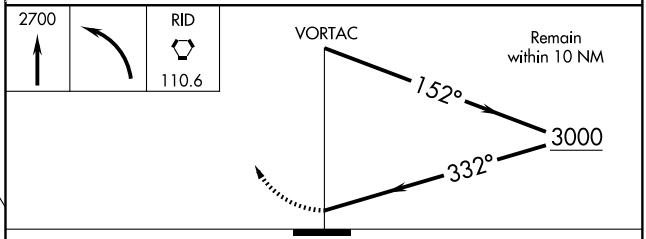
Visibility reduction by helicopters NA. When local altimeter setting not received, use James M Cox Dayton Intl altimeter setting and increase all MDA 100 feet. Increase S-33 Cat C, D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 then left turn direct RID VORTAC and hold.

AWOS-3	DAYTON APP CON	CLNC DEL	UNICOM
121.225	134.45 352.05	133.55	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-33	1640-1	500 (500-1)	1640-1¼ 500 (500-1¼)	1640-1½ 500 (500-1½)
CIRCLING	1640-1	500 (500-1)	1640-1½ 500 (500-1½)	1700-2 560 (600-2)

LDIN Rwy 24 L
MIRL Rwys 15-33 and 6-24 L
REIL Rwys 6 and 24 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	5001
108°	TDZE	790
	Apt Elev	790

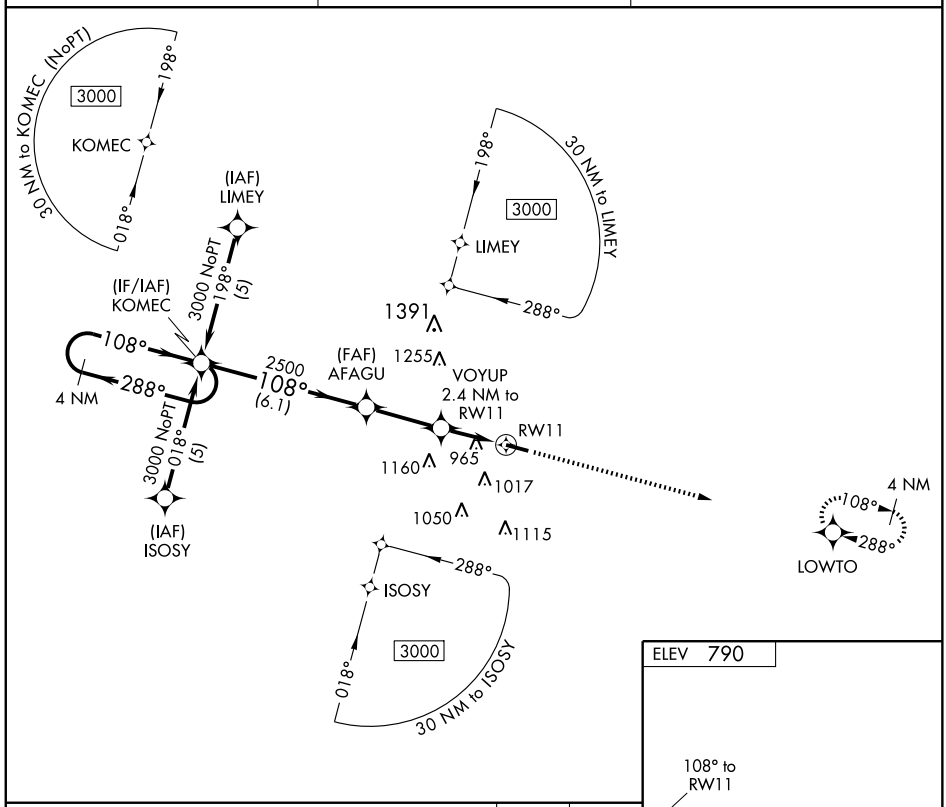
RNAV (GPS) RWY 11
ROCHESTER/ FULTON COUNTY (RCR)

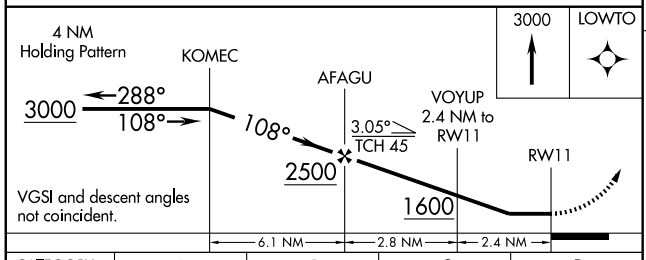
NA

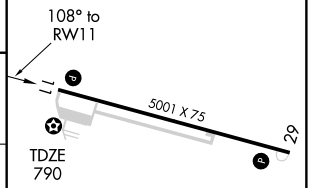
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Goshen altimeter setting and increase all MDA 100 feet, increase LNAV Cats C and D and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct LOWTO and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 430 (500-1)		1220-1¼ 430 (500-1¼)	1220-1½ 430 (500-1½)
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (600-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 48809 W29A	APP CRS 288°	Rwy ldg 5001 TDZE 790 Apt Elev 790

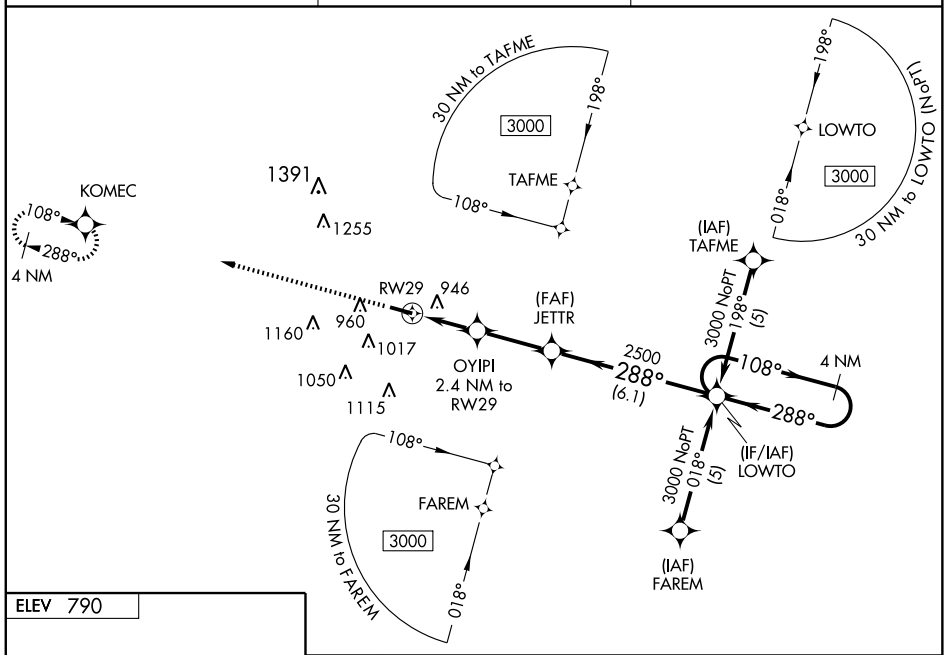
RNAV (GPS) RWY 29
ROCHESTER/FULTON COUNTY (RCR)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47° (116°F). When local altimeter setting not received, use Goshen altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats, LNAV Cats C and D, Circling Cat C visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV and VDP NA when using Goshen altimeter setting.

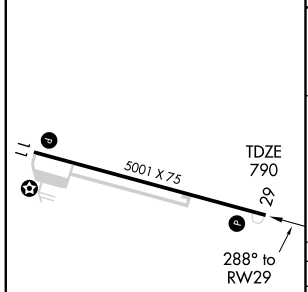
NA

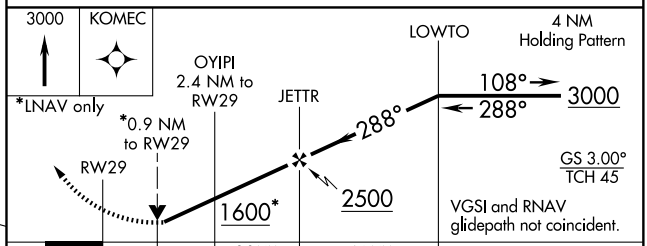
MISSED APPROACH: Climb to 3000 direct KOMEC and hold.

AWOS-3	SOUTH BEND APP CON ★	UNICOM
118.775	132.05 257.8	122.7 (CTAF) L



ELEV 790





CATEGORY	A	B	C	D
LPV DA	1127-1¼ 337 (400- 1¼)			
LNAV/VNAV DA	1244-1½ 454 (500- 1½)			
LNAV MDA	1200-1 410 (500-1)		1200-1¼ 410 (500-1¼)	
CIRCLING	1280-1 490 (500-1)	1360-1 570 (600-1)	1360-1½ 570 (500-1½)	1360-2 570 (600-2)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

LOC I-SER	APP CRS	Rwy ldg	5500
108.5	046°	TDZE	575
		Apt Elev	583

LOC/NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

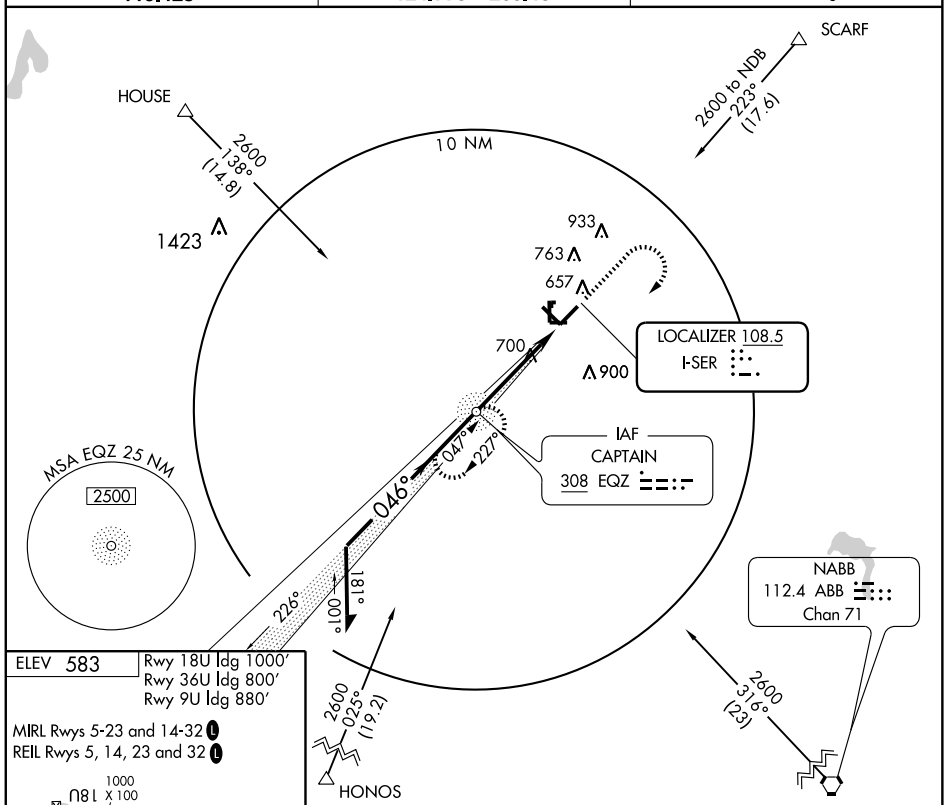
NA

If local altimeter setting not received, use Louisville Intl -Standiford Field altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, then right turn direct EQZ NDB and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

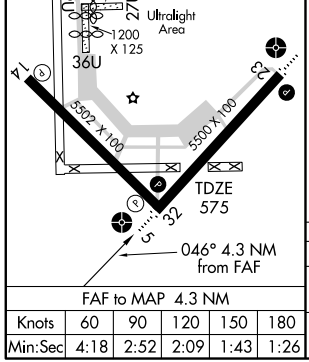


EC-2. 14 JAN 2010 to 11 FEB 2010

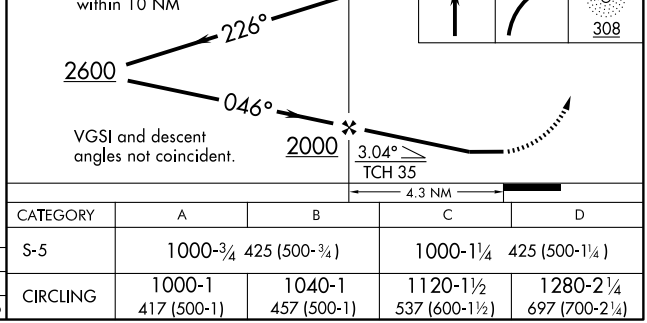
ELEV 583

Rwy 18U ldg 1000'
Rwy 36U ldg 800'
Rwy 9U ldg 880'

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-5	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

NDB EQZ	APP CRS	Rwy ldg	5500
308	047°	TDZE	575
		Apt Elev	583

NDB RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

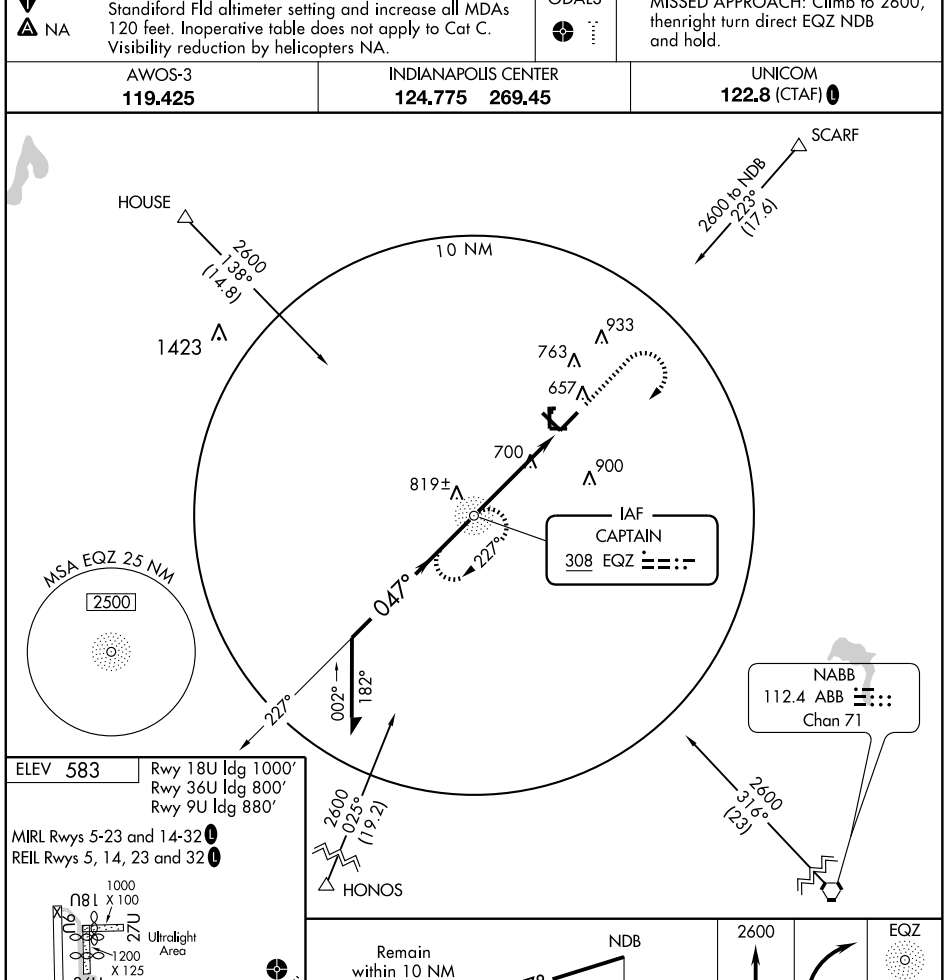
NA

If local altimeter setting not received, use Louisville Intl-Standiford Fld altimeter setting and increase all MDAs 120 feet. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climb to 2600, thenright turn direct EQZ NDB and hold.

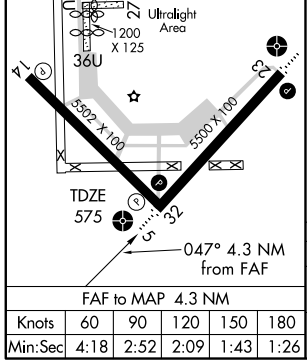
AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L



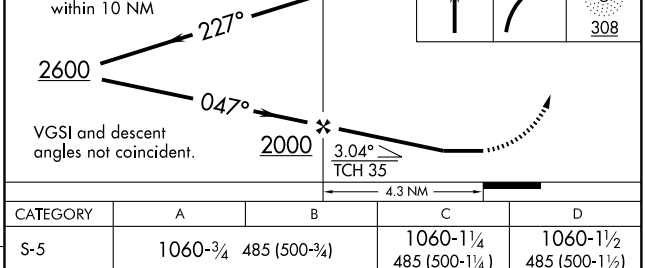
ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-5	1060-¾ 485 (500-¾)		1060-1¼ 485 (500-1¼)	1060-1½ 485 (500-1½)
CIRCLING	1060-1 477 (500-1)		1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

WAAS CH 53704 W05A	APP CRS 046°	Rwy ldg 5500 TDZE 575 Apt Elev 583

RNAV (GPS) RWY 5

SEYMOUR/ FREEMAN MUNI (SER)

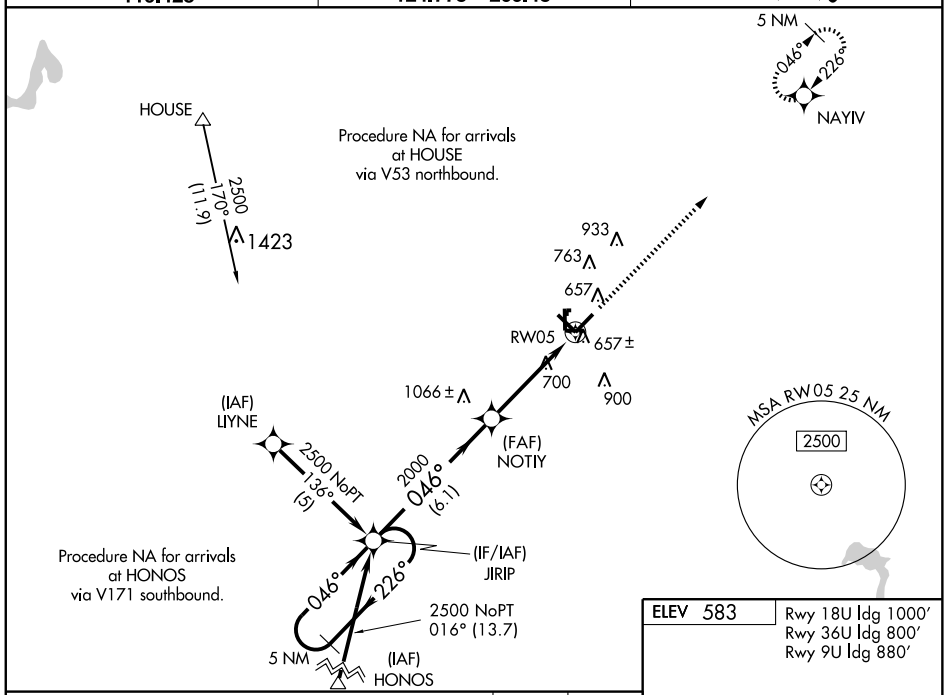
NA

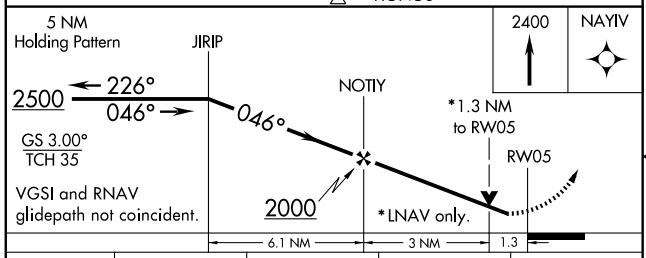
If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. Baro-VNAV and VDP NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

ODALS

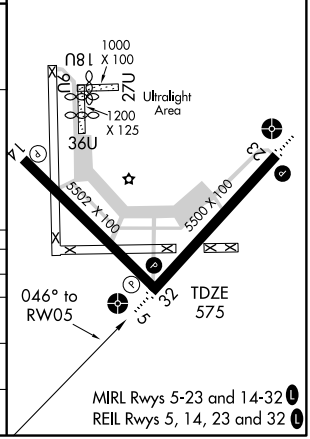
MISSED APPROACH: Climb to 2400 direct NAYIV and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	825-1 250 (300-1)			
LNAV/VNAV DA	927-1¼ 352 (400-1¼)			
LNAV MDA	1000-¾ 425 (500-¾)		1000-1¼ 425 (500-1¼)	
CIRCLING	1000-1 417 (500-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)



EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 58003 W14A	APP CRS 136°	Rwy ldg 5502 TDZE 583 Apt Elev 583

RNAV (GPS) RWY 14

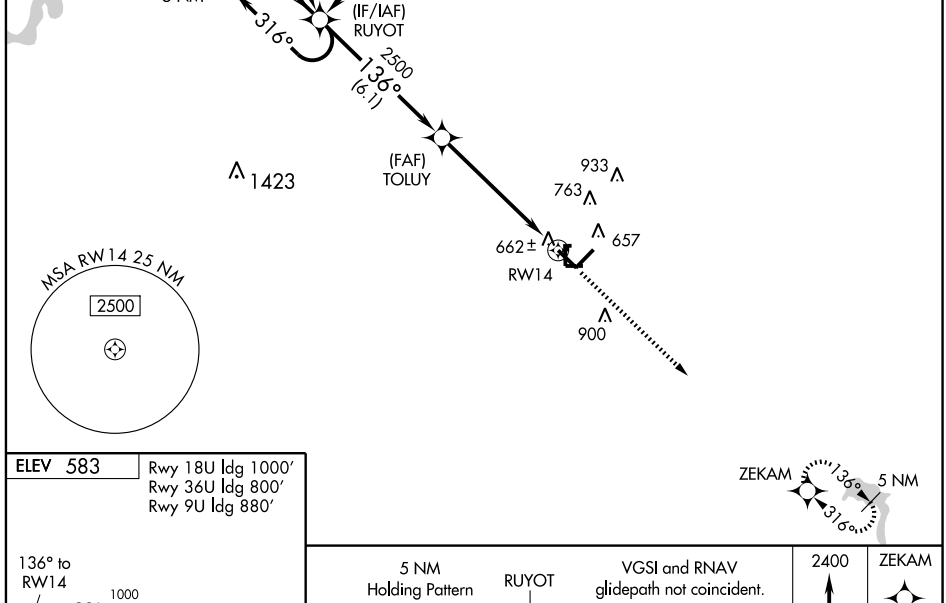
SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

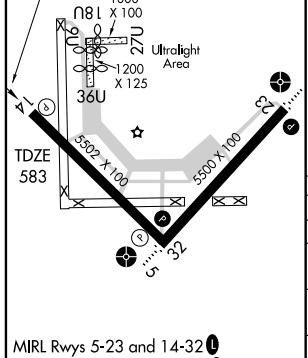
MISSED APPROACH: Climb to 2400 direct ZEKAM and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

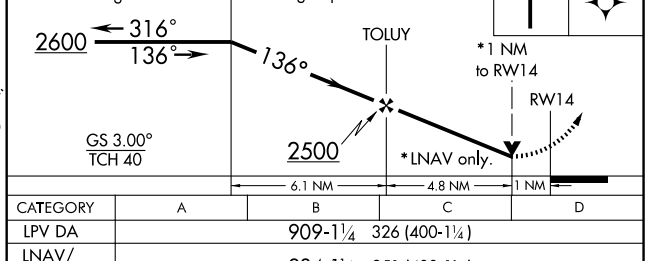


ELEV 583

Rwy 18U ldg 1000'
Rwy 36U ldg 800'
Rwy 9U ldg 880'



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



CATEGORY	A	B	C	D
LPV DA	909-1¼ 326 (400-1¼)			
LNAV/ VNAV DA	934-1¼ 351 (400-1¼)			
LNAV MDA	920-1 337 (400-1)			
CIRCLING	980-1 397 (400-1)	1040-1 457 (500-1)	1120-1½ 537 (600-1½)	1280-2¼ 697 (700-2¼)

WAAS CH 48903 W23A	APP CRS 226°	Rwy ldg 5500 TDZE 580 Apt Elev 583

RNAV (GPS) RWY 23

SEYMOUR/ FREEMAN MUNI (SER)

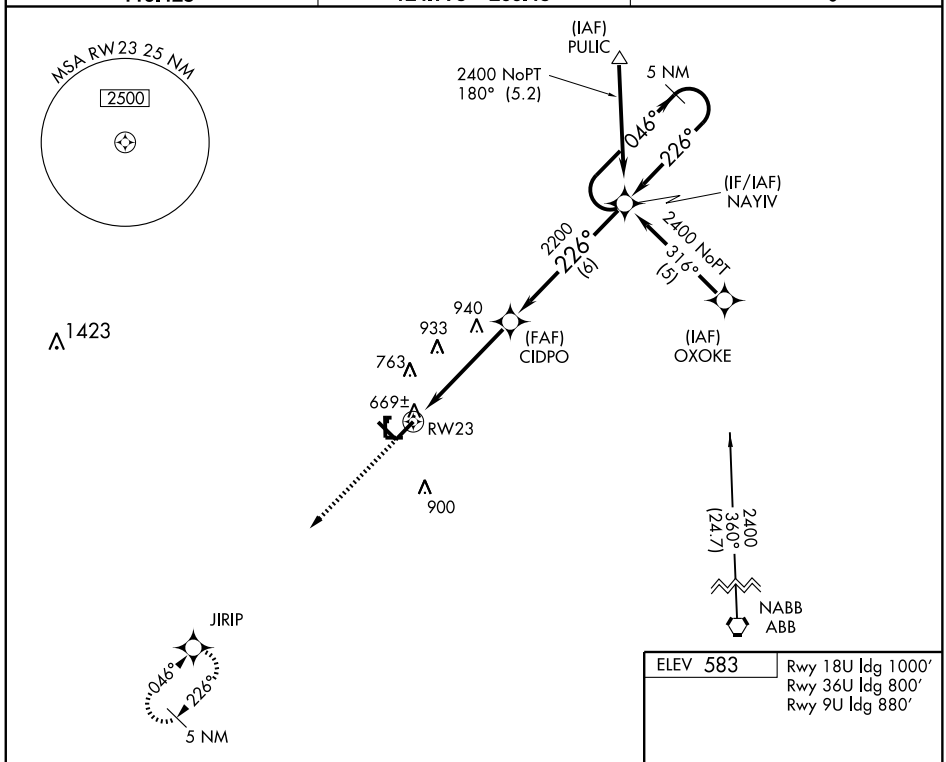
If local altimeter setting not received, use Louisville Intl-Standiford Field altimeter setting, and increase all DAs/MDAs 120 feet.
VDP NA when using Louisville Intl-Standiford Field altimeter setting.
Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

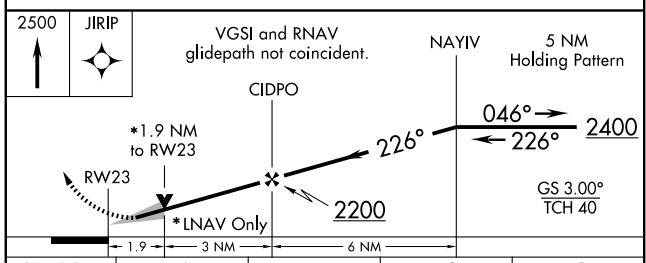
NA

ODALS

MISSED APPROACH: Climb to 2500 direct JIRIP and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

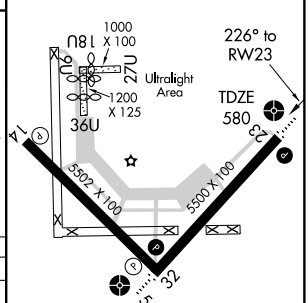




CATEGORY	A	B	C	D
LPV DA	886-1 306 (400-1)			
LNAV MDA	1200-¾ 620 (700-¾)		1200-1¾ 620 (700-1¾)	1200-2 620 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

ELEV 583

Rwy 18U ldg 1000′
Rwy 36U ldg 800′
Rwy 9U ldg 880′



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 99403 W32A	APP CRS 316°	Rwy ldg 5502 TDZE 574 Apt Elev 583

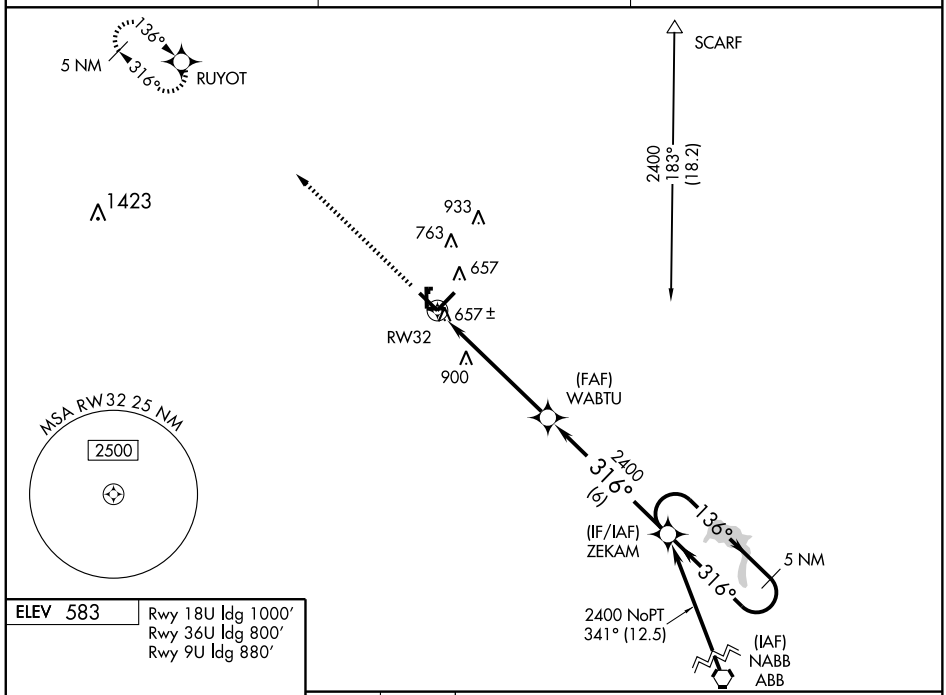
RNAV (GPS) RWY 32

SEYMOUR/ FREEMAN MUNI (SER)

If local altimeter setting not received, use Louisville Intl - Standiford Field altimeter setting and increase all DAs/MDAs 120 feet. VDP NA when using Louisville Intl - Standiford Field altimeter setting. Baro-VNAV NA when using Louisville Intl - Standiford Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

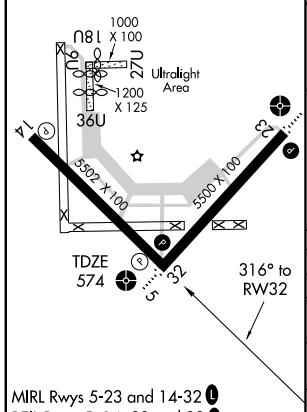
MISSED APPROACH: Climb to 2600 direct RUYOT and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
119.425	124.775 269.45	122.8 (CTAF) L

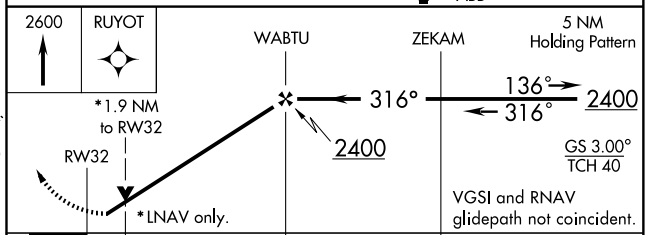


ELEV 583

Rwy 18U ldg 1000'
Rwy 36U ldg 800'
Rwy 9U ldg 880'



MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, 23 and 32 L



CATEGORY	A	B	C	D
LPV DA	907-1¼ 333 (400-1¼)			
LNAV/ VNAV DA	931-1¼ 357 (400-1¼)			
LNAV MDA	1200-1 626 (700-1)		1200-1¾ 626 (700-1¾)	1200-2 626 (700-2)
CIRCLING	1200-1 617 (700-1)		1200-1¾ 617 (700-1¾)	1280-2¼ 697 (700-2¼)

EC-2. 14 JAN 2010 to 11 FEB 2010

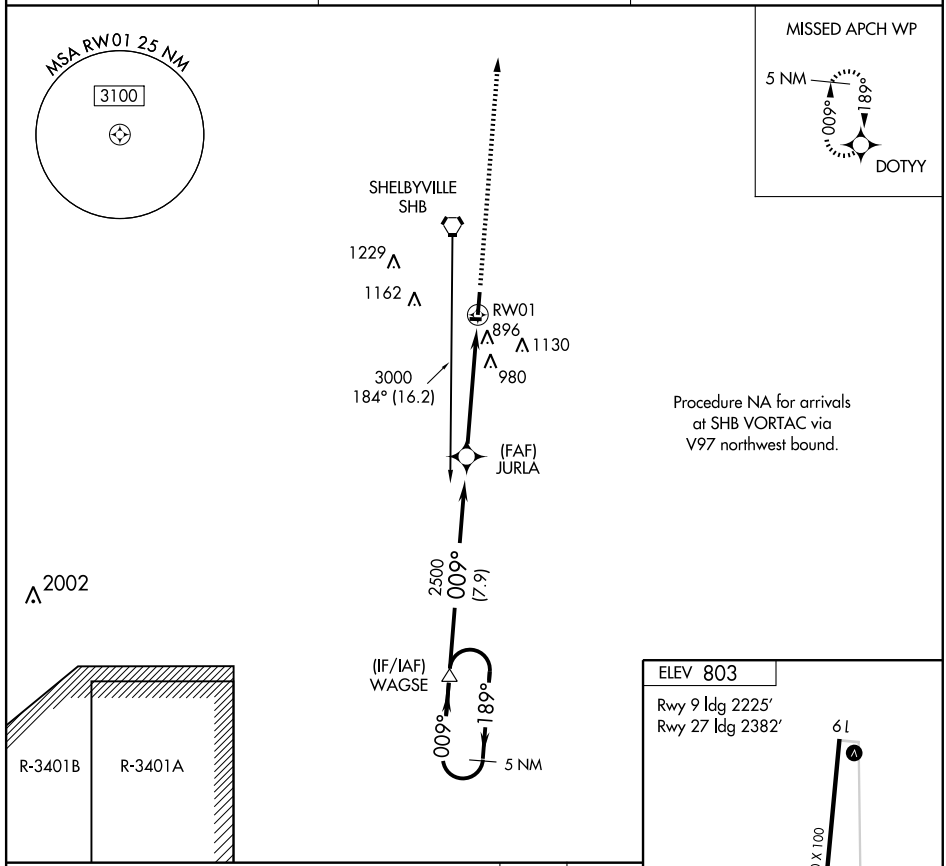
APP CRS	Rwy ldg	5000
009°	TDZE	802
	Apt Elev	803

RNAV (GPS) RWY 1
SHELBYVILLE MUNI (GEZ)

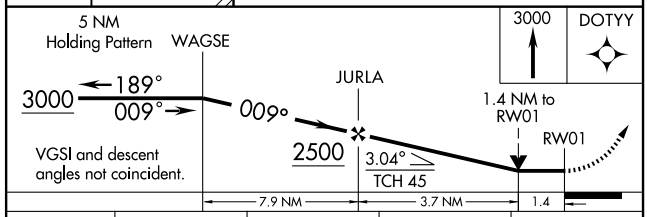
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

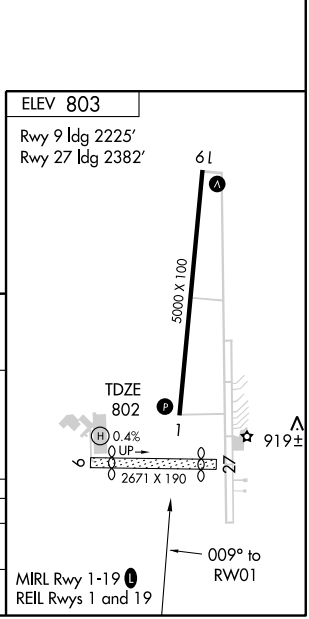
MISSED APPROACH: Climb to 3000 direct DOTYY and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L



Procedure NA for arrivals at SHB VORTAC via V97 northwest bound.





CATEGORY	A	B	C	D
LNAV MDA	1280-1 478 (500-1)		1280-1¼ 478 (500-1¼)	1280-1½ 478 (500-1½)
CIRCLING	1280-1 477 (500-1)		1280-1½ 477 (500-1½)	1480-2¼ 677 (700-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

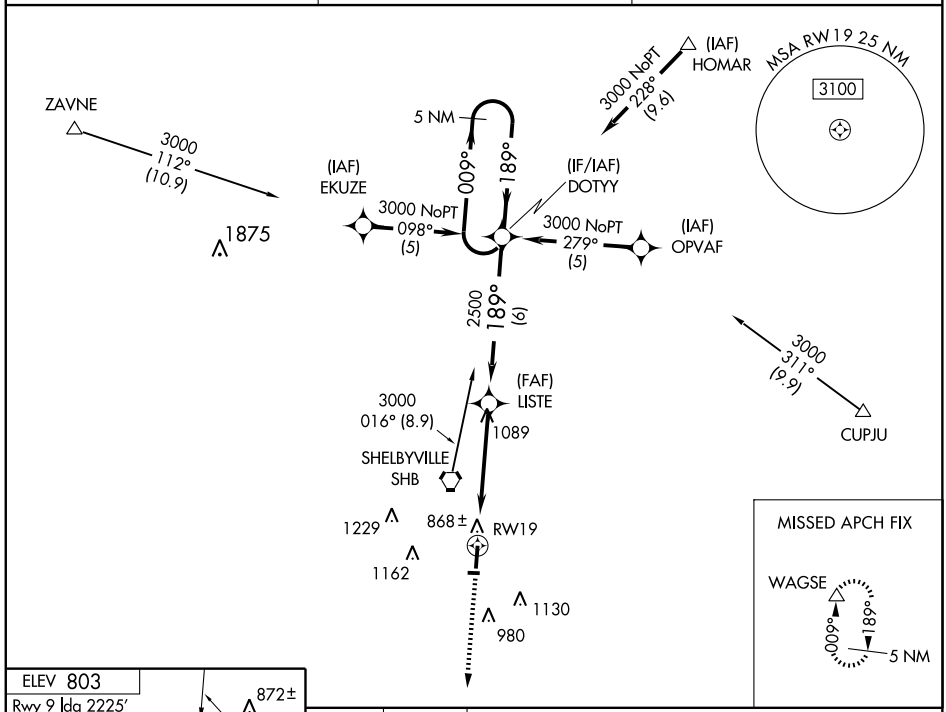
WAAS CH 53603 W19A	APP CRS 189°	Rwy ldg 5000 TDZE 803 Apt Elev 803

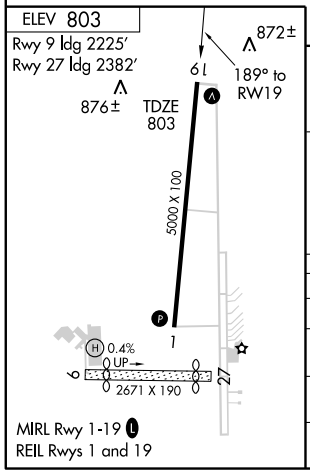
RNAV (GPS) RWY 19
SHELBYVILLE MUNI (GEZ)

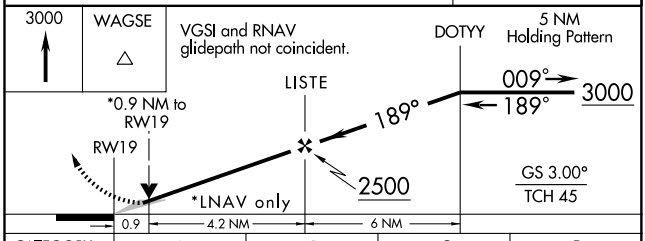
If local altimeter setting not received, use Indianapolis Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Indianapolis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Indianapolis Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct WAGSE and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1095-1 292 (300-1)			
LNAV/ VNAV DA	1142-1¼ 339 (400-1¼)			
LNAV MDA	1140-1 337 (400-1)			
CIRCLING	1200-1 397 (400-1)	1260-1 457 (500-1)	1260-1½ 457 (500-1½)	1480-2¼ 677 (700-2¼)

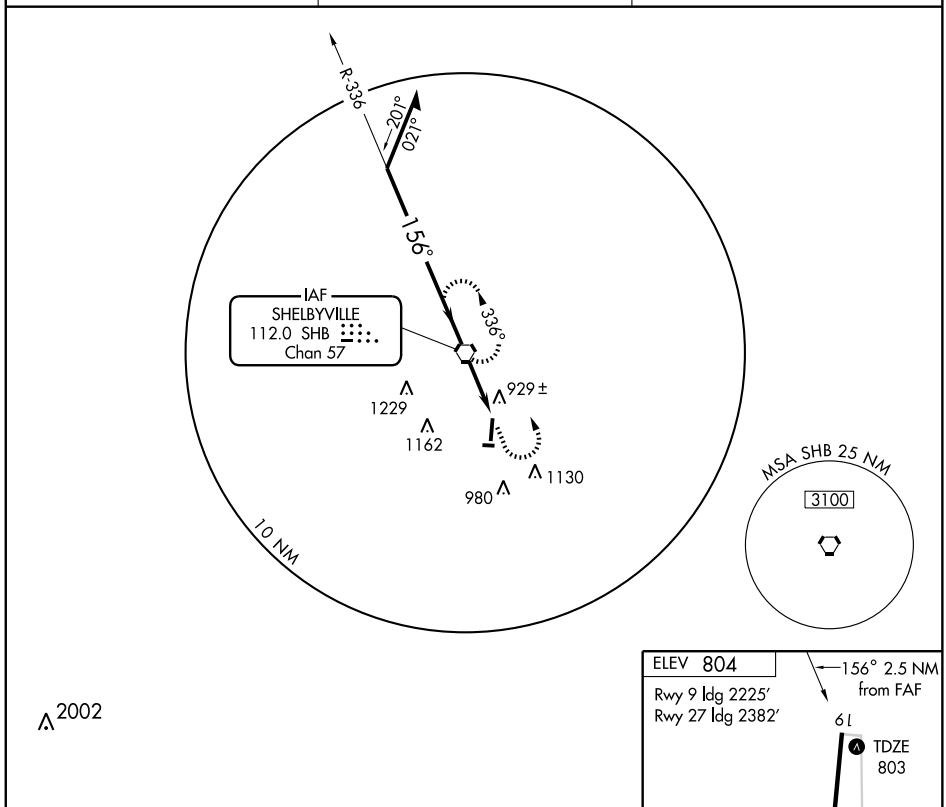
EC-2, 14 JAN 2010 to 11 FEB 2010

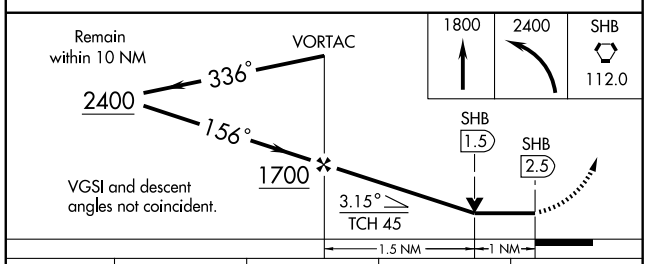
VORTAC SHB	APP CRS	Rwy ldg	5000
112.0	156°	TDZE	803
Chan 57		Apt Elev	804

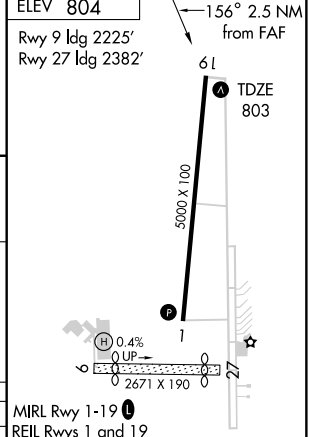
VOR RWY 19
SHELBYVILLE MUNI (GEZ)

MISSED APPROACH: Climb to 1800, then climbing left turn to 2400 direct SHB VORTAC and hold.

ASOS	INDIANAPOLIS APP CON	UNICOM
121.55	127.15 317.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-19	1180-1 377 (400-1)			1180-1¼ 377 (400-1¼)
CIRCLING	1240-1 436 (500-1)	1260-1 456 (500-1)	1260-1½ 456 (500-1½)	1480-2¼ 676 (700-2¼)

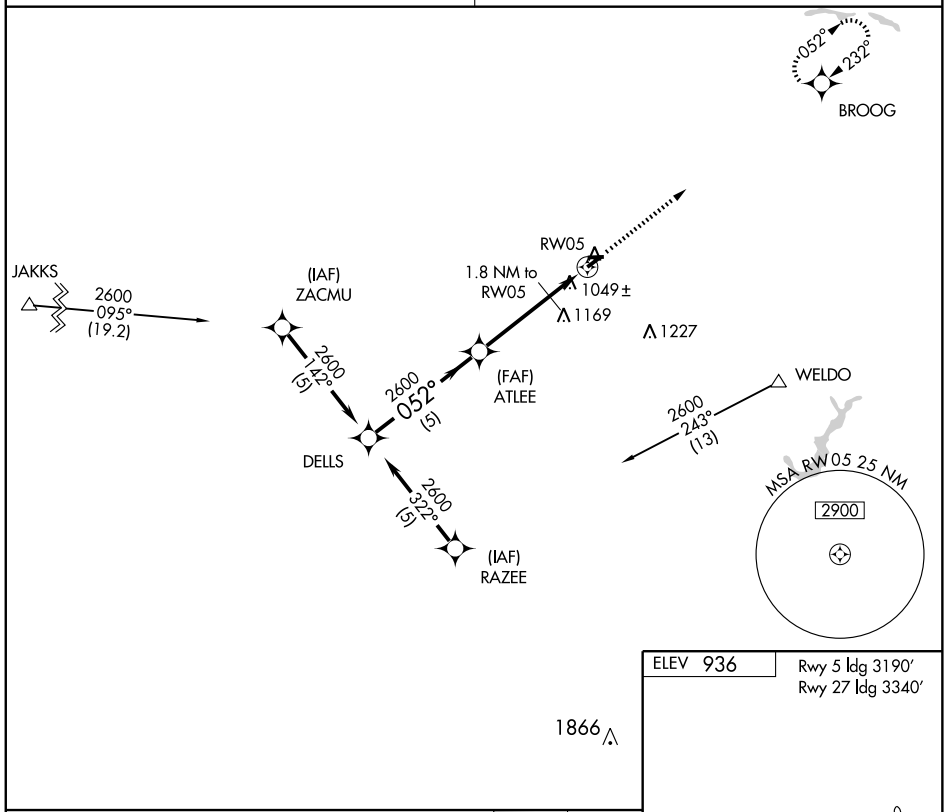
FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

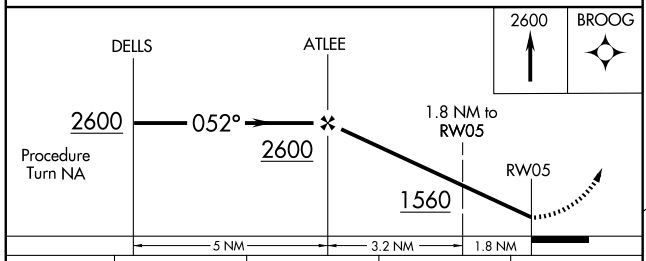
EC-2. 14 JAN 2010 to 11 FEB 2010

APP CRS		
052°	Rwy ldg	3190
	TDZE	932
	Apt Elev	936

GPS RWY 5
SHERIDAN (5I4)

▲ NA Use Indianapolis Intl altimeter setting. Procedure not authorized at night except by prior arrangement for runway lights.	MISSED APPROACH: Climb to 2600 direct BROOG WP and hold.
INDIANAPOLIS APP CON **124.65 317.8**	UNICOM **123.075** (CTAF) L

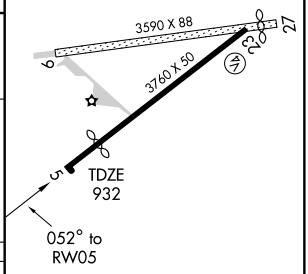




CATEGORY	A	B	C	D
S-5	1400-1 468 (500-1)		1400-1¼ 468 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

ELEV 936

Rwy 5 ldg 3190′
Rwy 27 ldg 3340′



LIRL Rwy 5-23 L

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3760
232°	TDZE	932
	Apt Elev	936

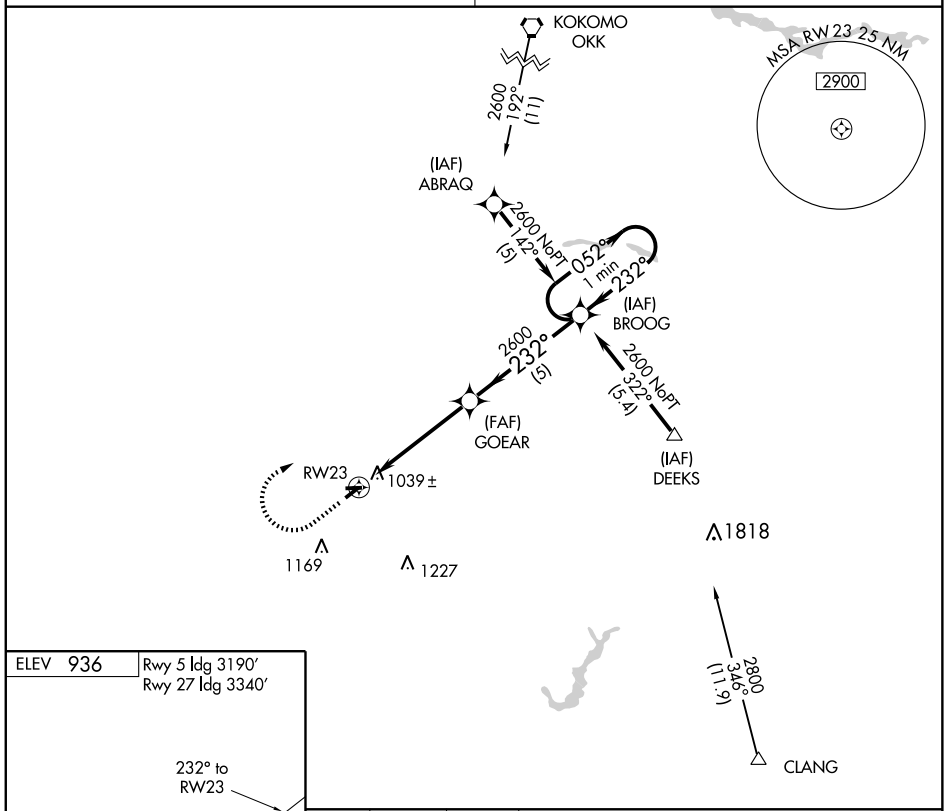
GPS RWY 23
SHERIDAN (5I4)

NA

Use Indianapolis Intl altimeter setting.
Procedure not authorized at night except by prior arrangement for runway lights.

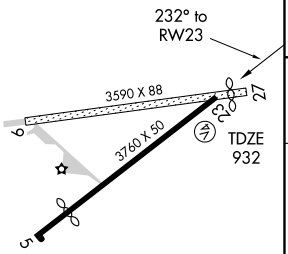
MISSED APPROACH: Climb to 1800 then climbing right turn to 2600 direct BROOG WP and hold.

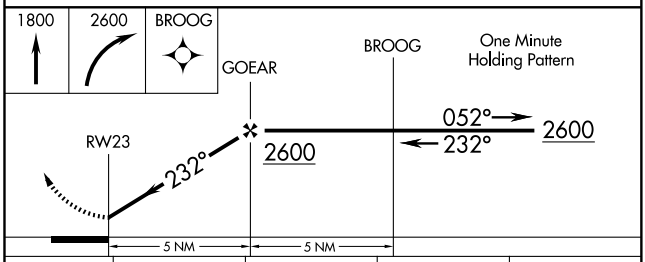
INDIANAPOLIS APP CON	UNICOM
124.65 317.8	123.075 (CTAF) L



ELEV 936

Rwy 5 ldg 3190′
Rwy 27 ldg 3340′





CATEGORY	A	B	C	D
S-23	1380-1 448 (500-1)		1380-1¼ 448 (500-1¼)	NA
CIRCLING	1460-1 524 (600-1)	1480-1 544 (600-1)	1480-1½ 544 (600-1½)	NA

LIRL Rwy 5-23 L

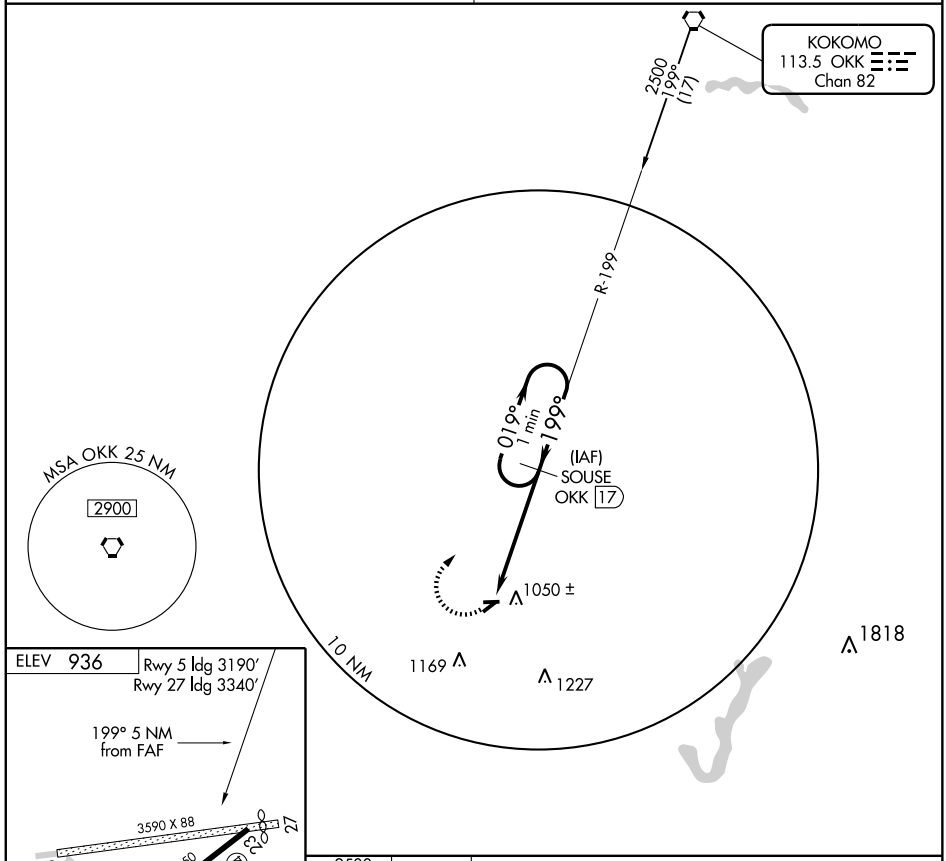
VORTAC OKK 113.5 Chan 82	APP CRS 199°	Rwy ldg N/A TDZE N/A Apt Elev 936

VOR/DME-A
SHERIDAN (5I4)

NA Use Indianapolis Intl altimeter setting.
Procedure not authorized at night except by prior arrangement for runway lights.

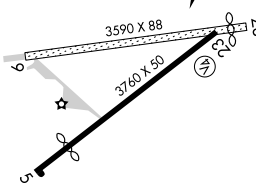
MISSED APPROACH: Climbing right turn to 2500 via OKK R-199 to SOUSE and hold.

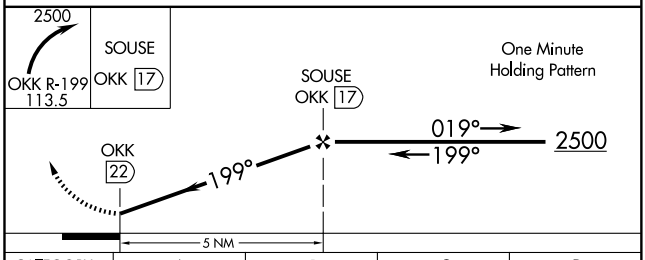
INDIANAPOLIS APP CON	UNICOM
124.65 317.8	123.075 (CTAF) L



ELEV 936 | Rwy 5 ldg 3190′ Rwy 27 ldg 3340′

199° 5 NM from FAF





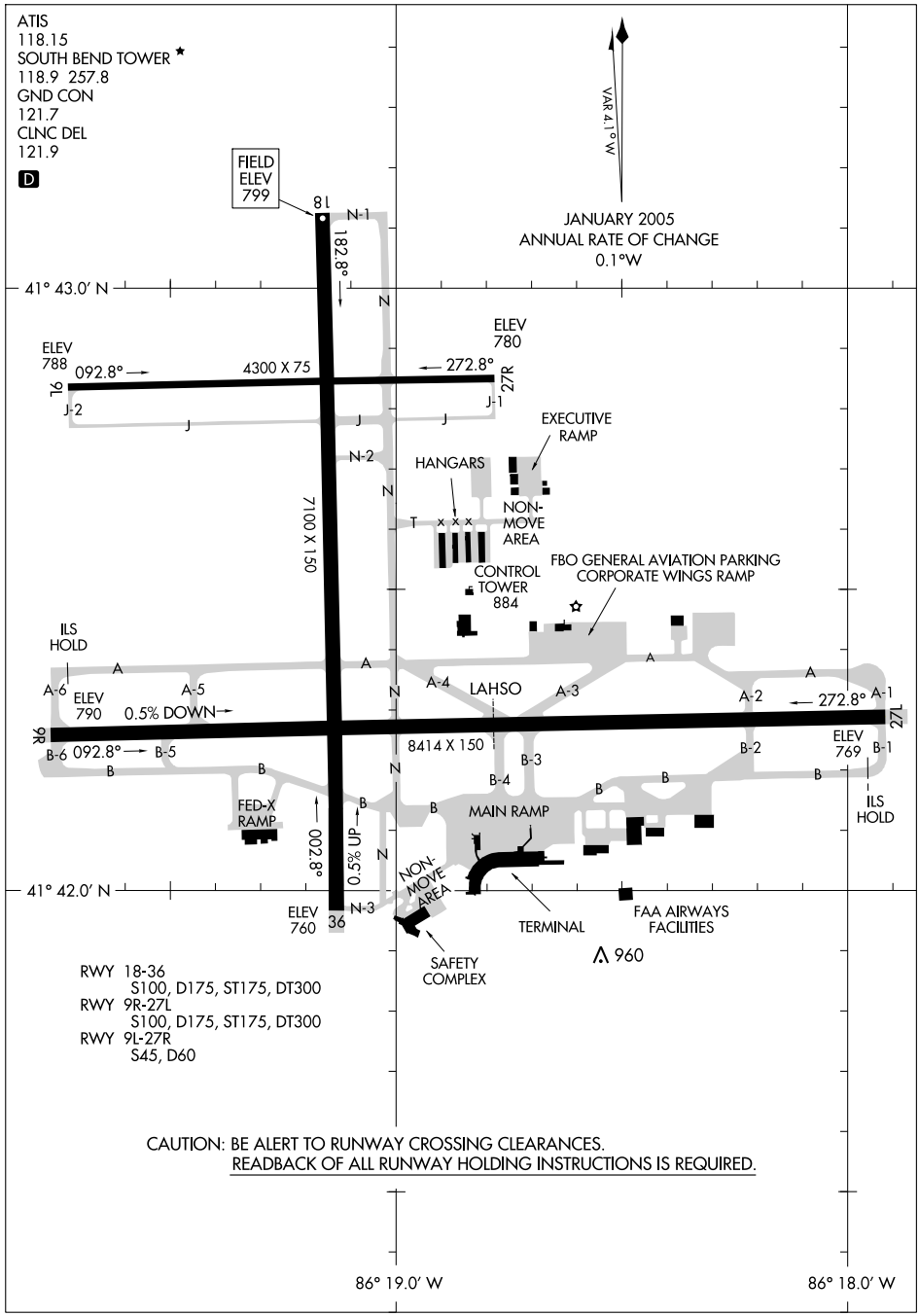
CATEGORY	A	B	C	D
CIRCLING	1460-1 524 (600-1)	1480-1¼ 544 (600-1¼)	1480-1½ 544 (600-1½)	NA

LIRL Rwy 5-23 L

AIRPORT DIAGRAM

AL-399 (FAA)

SOUTH BEND RGNL (SBN)
SOUTH BEND, INDIANA



LOC I-UXW	APP CRS	Rwy ldg	8414
109.3	092°	TDZE	790
		Apt Elev	799

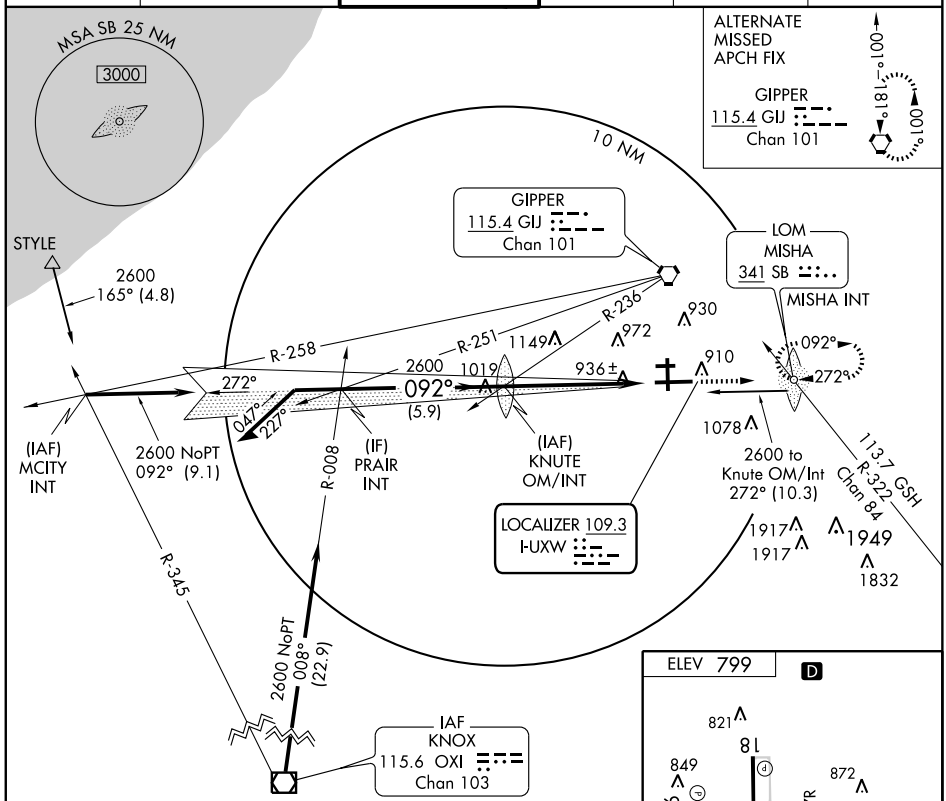
ILS or LOC RWY 9R
SOUTH BEND RGNL (SBN)

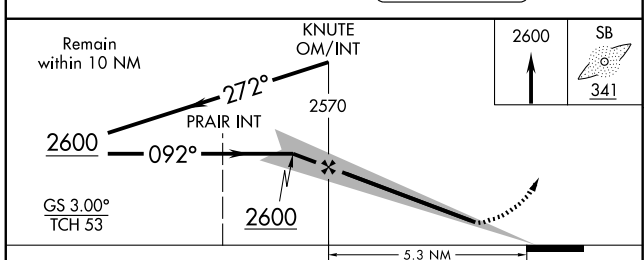
Inoperative table does not apply to S-LOC 9R Cat C. Autopilot coupled approach NA below 900. Visibility reduction by helicopters NA. ADF REQUIRED.

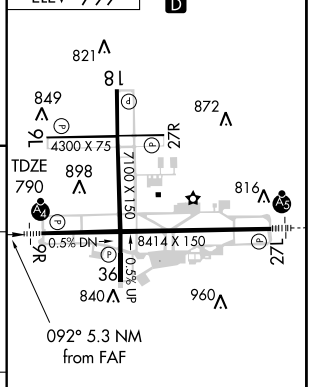
MALS

MISSED APPROACH: Climb to 2600 direct MISHA LOM/Int and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

CATEGORY	A	B	C	D
S-ILS 9R	1040-¾ 250 (300-¾)			
S-LOC 9R	1200-¾ 410 (500-¾)		1200-1¼ 410 (500-1¼)	
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

LOC I-SBN	APP CRS	Rwy ldg	8414
109.3	272°	TDZE	774
		Apt Elev	799

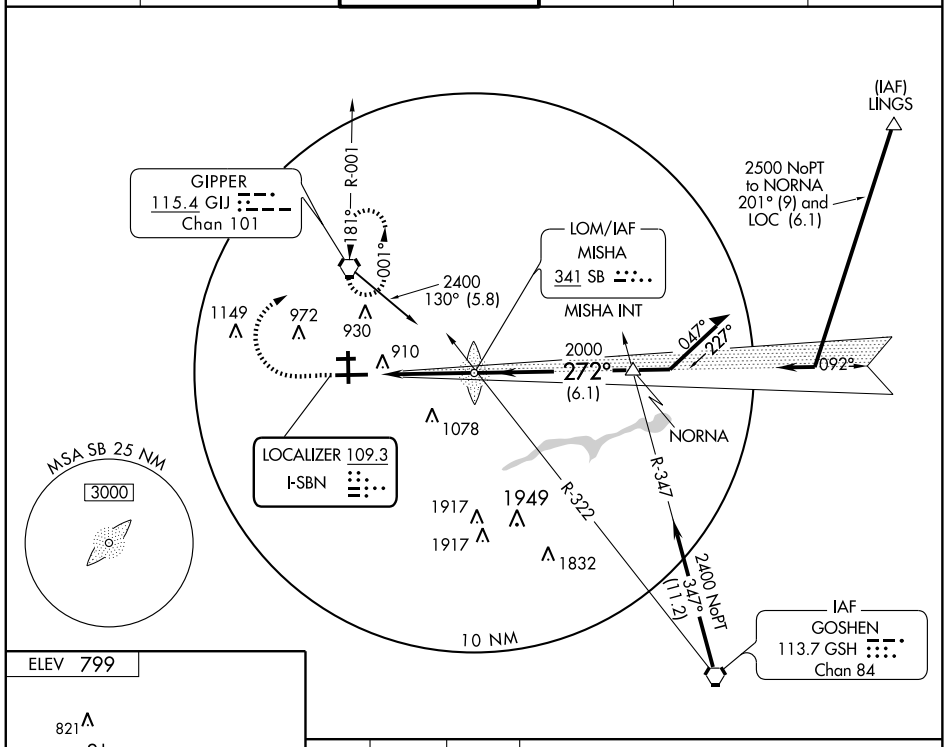
ILS or LOC RWY 27L
SOUTH BEND RGNL (SBN)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

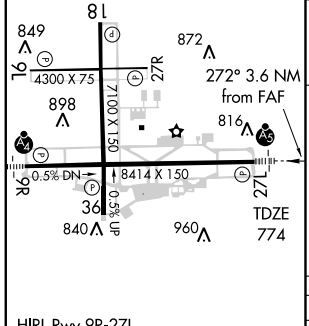
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct GIJ VORTAC and hold.

ATIS	SOUTH BEND APP CON*	SOUTH BEND TOWER*	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95

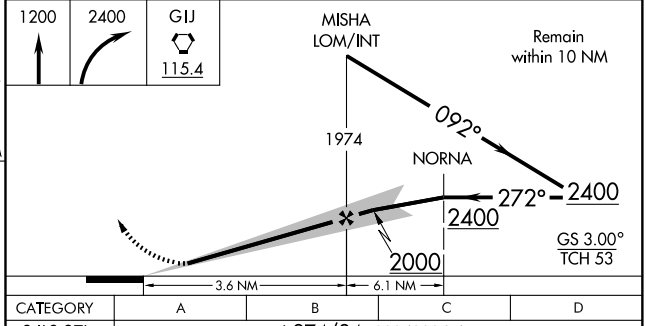


ELEV 799



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12



CATEGORY	A	B	C	D
S-ILS 27L	* 974/24 200 (200-½)			
S-LOC 27L	1200/24 426 (500-½)		1200/40 426 (500-¾)	1200/50 426 (500-1)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4300
092°	TDZE	788
	Apt Elev	799

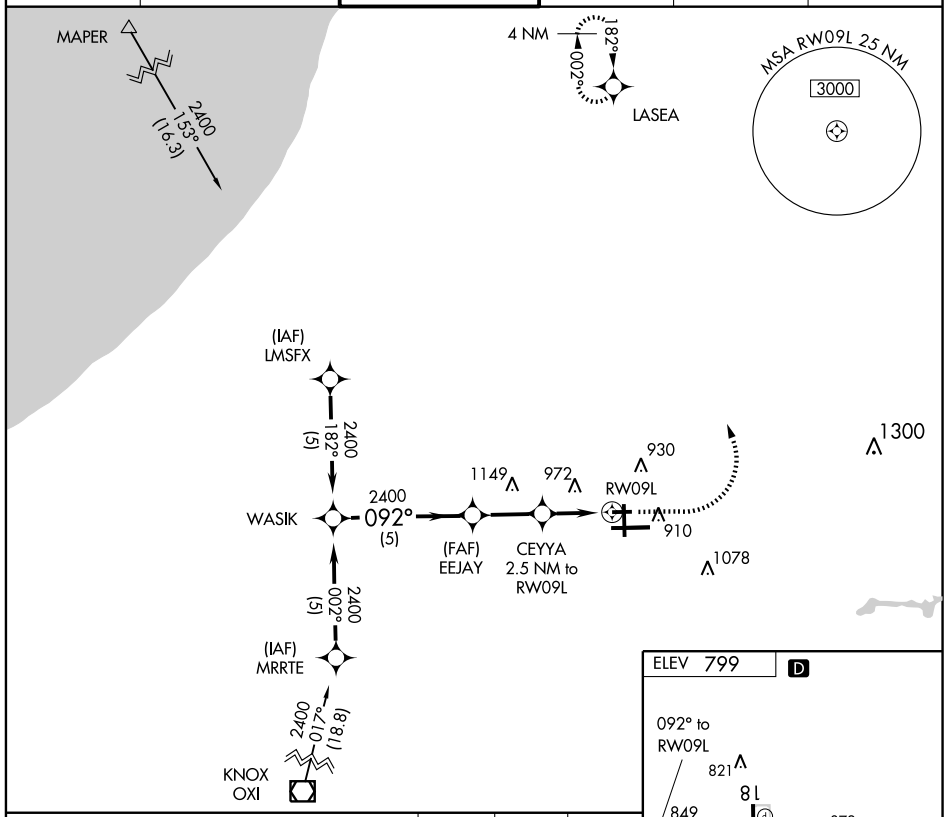
RNAV (GPS) RWY 9L
SOUTH BEND RGNL (SBN)

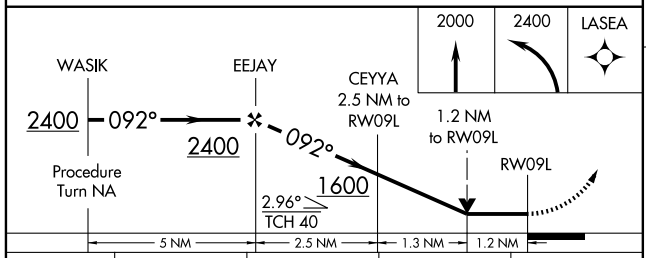
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

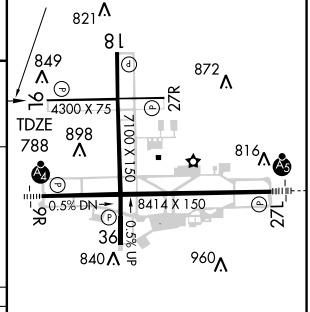
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct LASEA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

CATEGORY	A	B	C	D
LNAV MDA	1220-1 432 (500-1)		1220-1¼ 432 (500-1¼)	1220-1½ 432 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

WAAS CH 60908 W09A	APP CRS 092°	Rwy ldg 8414 TDZE 790 Apt Elev 799

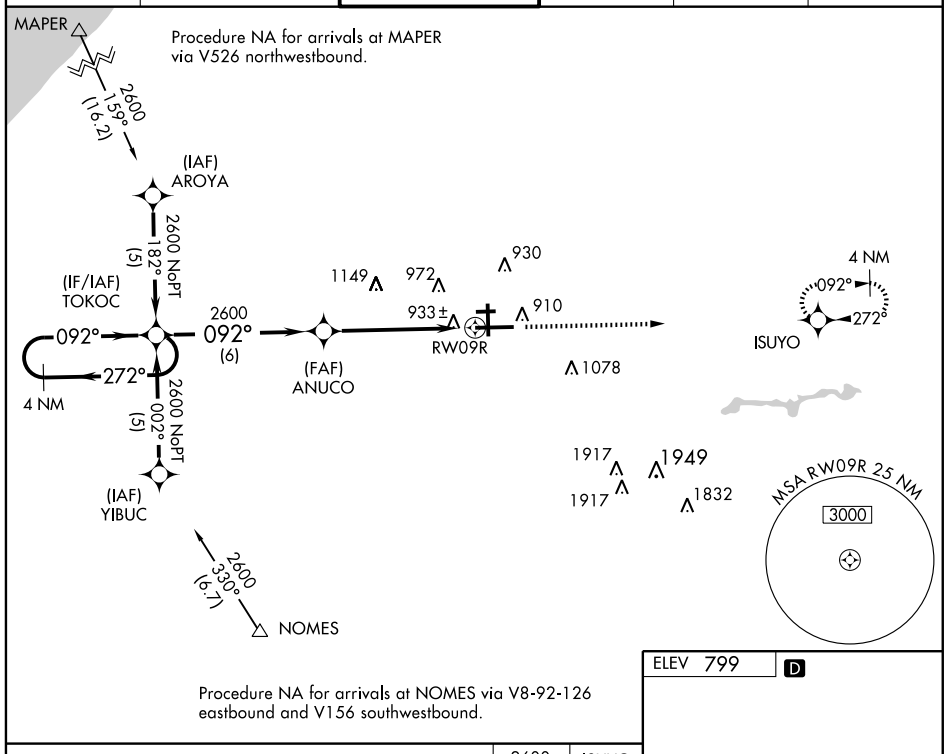
RNAV (GPS) RWY 9R
SOUTH BEND RGNL (SBN)

Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA. When VGSI inoperative, circling Rwy 27R NA at night. Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C.

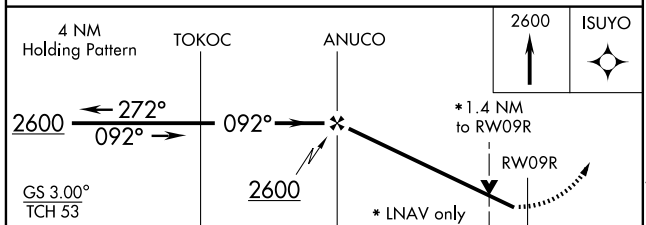
MALSF

MISSED APPROACH: Climb to 2600 direct ISUYO WP and hold.

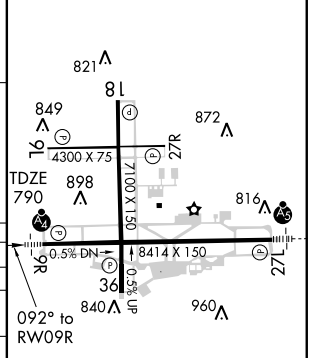
ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



Procedure NA for arrivals at NOMES via V8-92-126 eastbound and V156 southwestbound.



CATEGORY	A	B	C	D
LPV DA	1190-1½ 400 (400-1½)			
LNAV/ VNAV DA	1280-1¾ 490 (500-1¾)			
LNAV MDA	1280-¾ 490 (500-¾)		1280-1¼ 490 (500-1¼)	1280-1½ 490 (500-1½)
CIRCLING	1280-1¾ 481 (500-1¾)			1360-2 561 (600-2)



HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7100
182°	TDZE	799
	Apt Elev	799

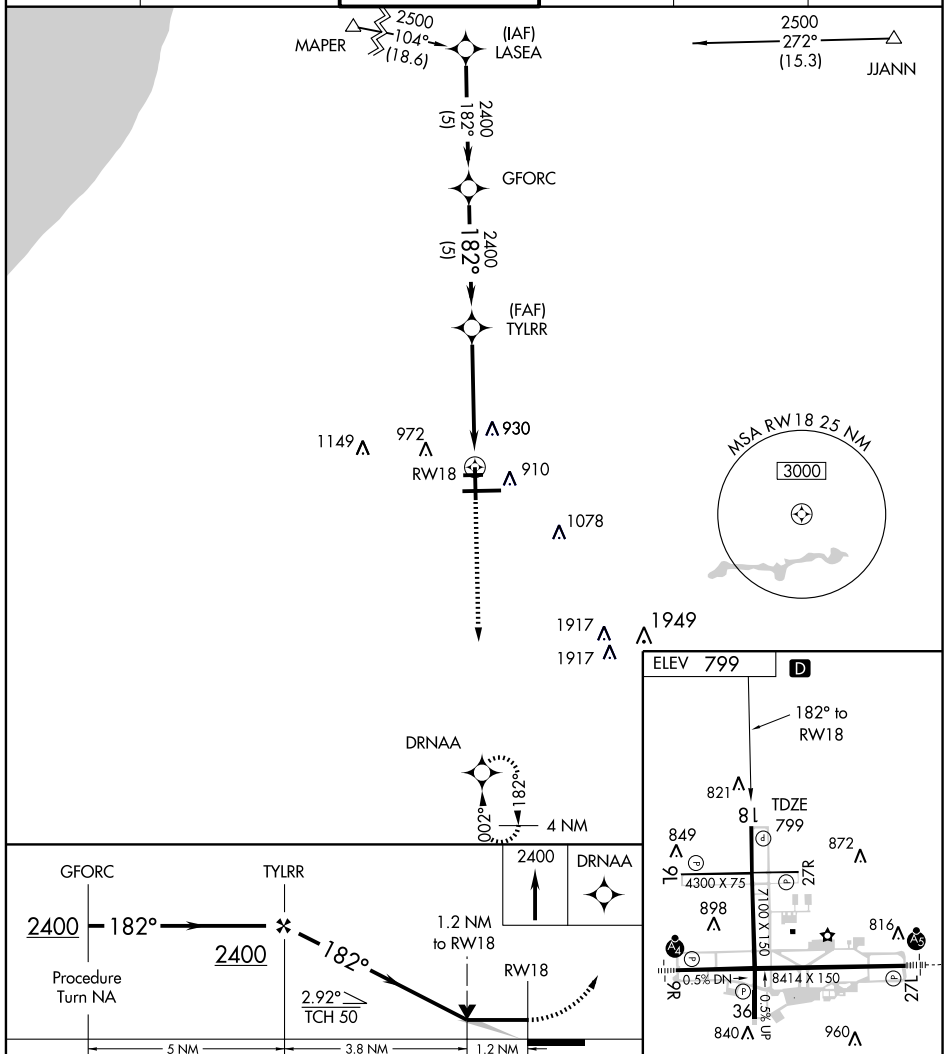
RNAV (GPS) RWY 18
SOUTH BEND RGNL (SBN)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2400 direct DRNAA WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 50108 W27A	APP CRS 272°	Rwy ldg 8414 TDZE 774 Apt Elev 799

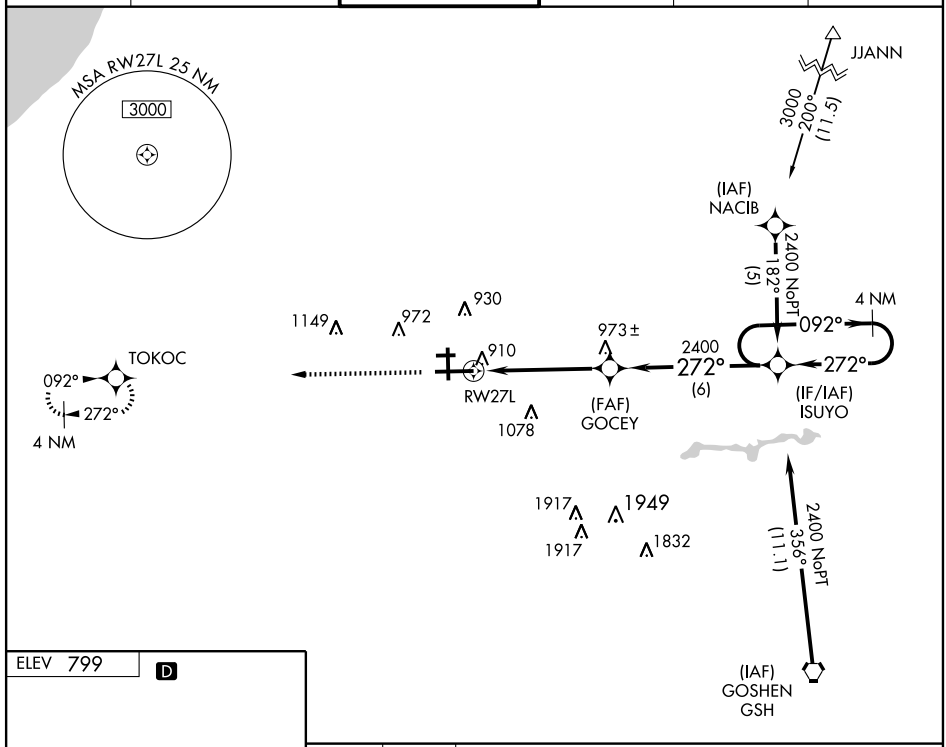
RNAV (GPS) RWY 27L
SOUTH BEND RGNL (SBN)

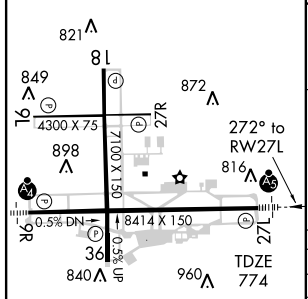
Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 27R NA at night.
For inoperative MALSR, increase LPV all cats visibility to RVR 4000.

MALSR

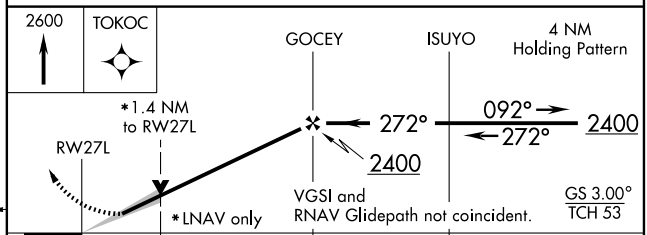
MISSED APPROACH: Climb to 2600 direct TOKOC WP and hold.

ATIS	SOUTH BEND APP CON ★	SOUTH BEND TOWER ★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R



CATEGORY	A	B	C	D
LPV DA	1030/24 256 (300-½)			
LNAV/ VNAV DA	1160/40 386 (400-¾)			
LNAV MDA	1260/24 486 (500-½)		1260/40 486 (500-¾)	1260/50 486 (500-1)
CIRCLING	1260-1¼ 461 (500-1¼)	1280-1¼ 481 (500-1¼)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

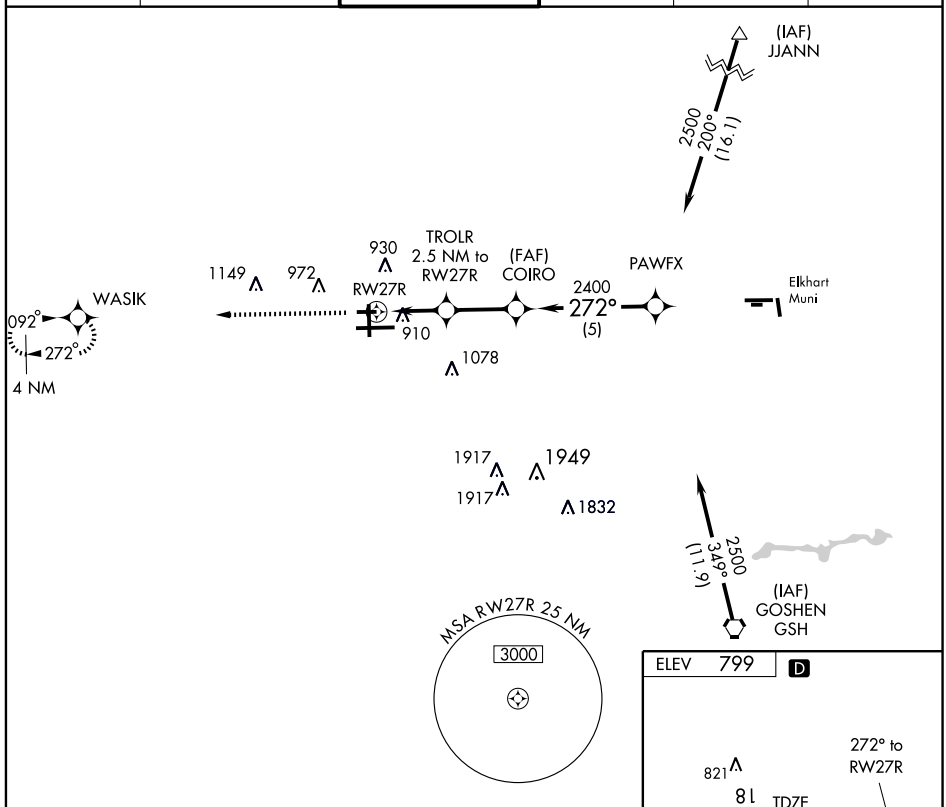
APP CRS	Rwy ldg	4300
272°	TDZE	788
	Apt Elev	799

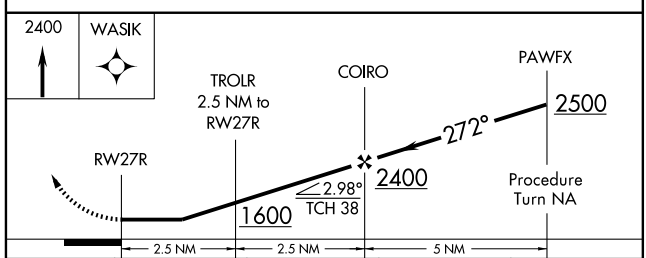
RNAV (GPS) RWY 27R
SOUTH BEND RGNL (SBN)

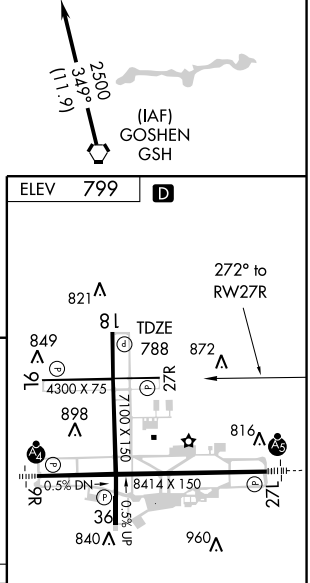
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Straight-in mimimums NA at night.

MISSED APPROACH: Climb to 2400 direct WASIK WP and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95







CATEGORY	A	B	C	D
LNAV MDA	1160-1 372 (400-1)			1160-1¼ 372 (400-1¼)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

EC-2, 14 JAN 2010 to 11 FEB 2010

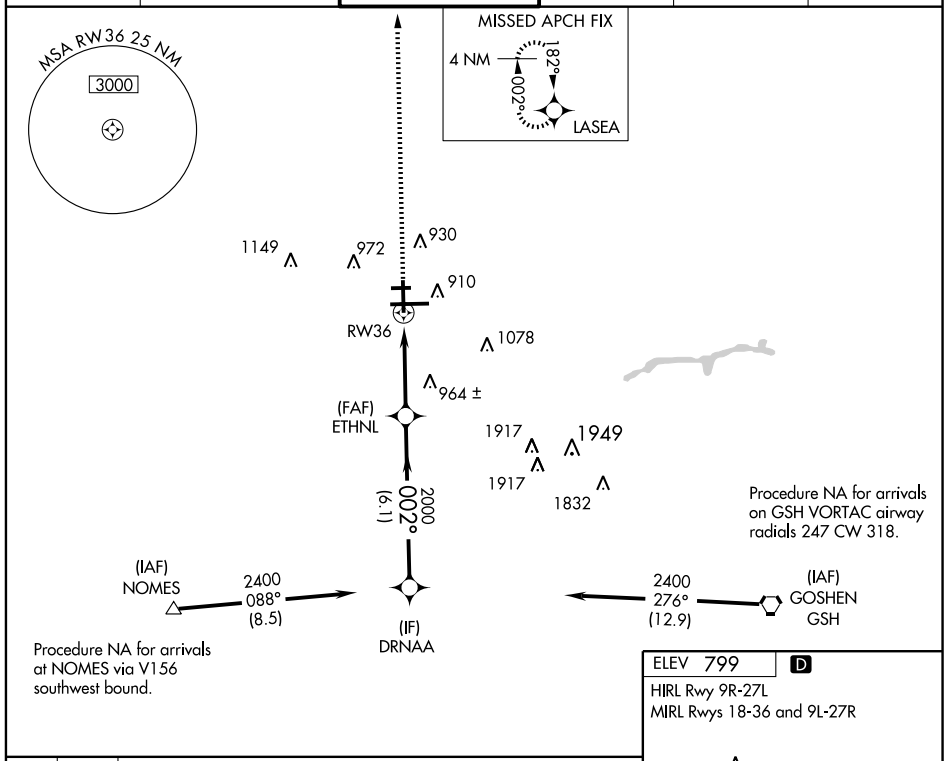
WAAS CH 69514 W36A	APP CRS 002°	Rwy ldg 7100 TDZE 778 Apt Elev 799

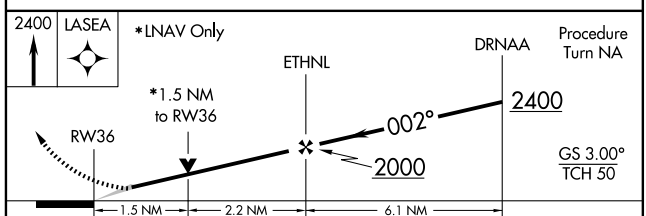
RNAV (GPS) RWY 36
SOUTH BEND RGNL (SBN)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct LASEA and hold.

ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95

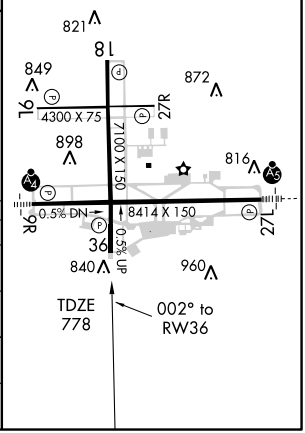




CATEGORY	A	B	C	D
LPV DA	1028-1 250 (300-1)			
LNAV/VNAV DA	1230-1¾ 452 (500-1¾)			
LNAV MDA	1280-1 502 (500-1)		1280-1½ 502 (500-1½)	
CIRCLING	1280-1 481 (500-1)		1280-1½ 481 (500-1½)	1360-2 561 (600-2)

ELEV 799 D

HIRL Rwy 9R-27L
MIRL Rwys 18-36 and 9L-27R

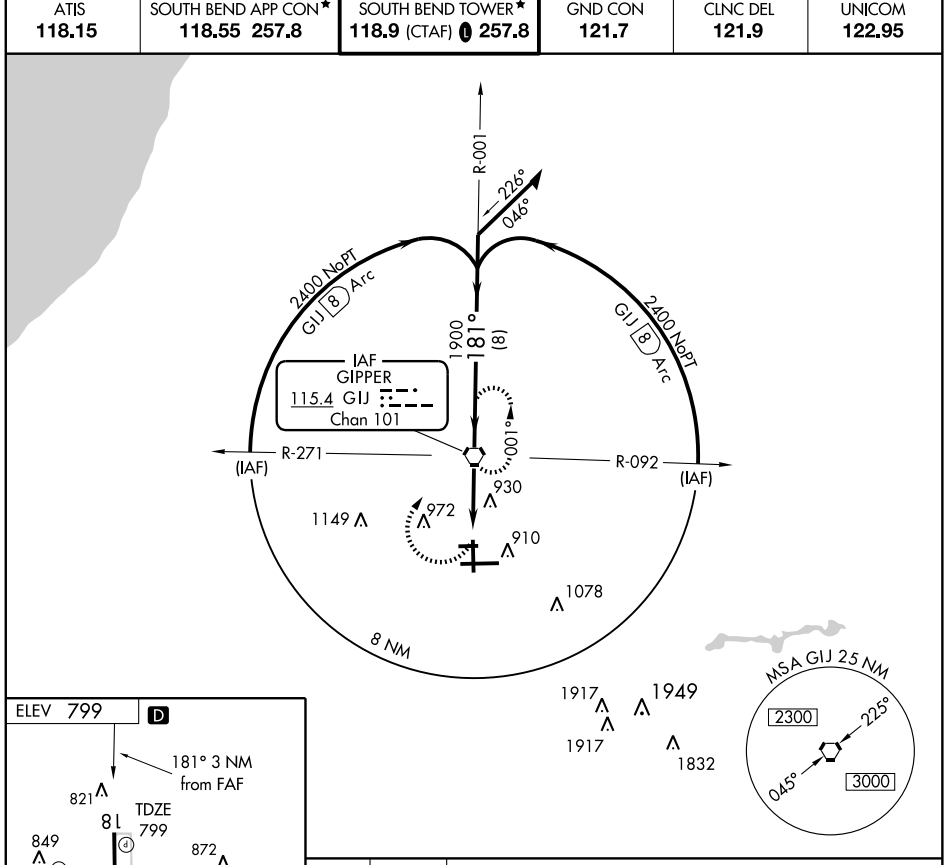


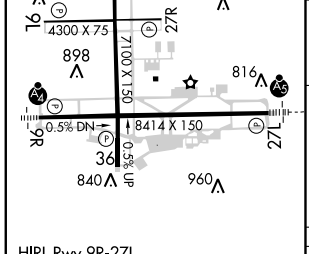
VORTAC GIJ 115.4 Chan 101	APP CRS 181°	Rwy ldg 7100 TDZE 799 Apt Elev 799

VOR RWY 18
SOUTH BEND RGNL (SBN)

MISSED APPROACH: Climbing right turn to 2300 direct GIJ VORTAC and hold.

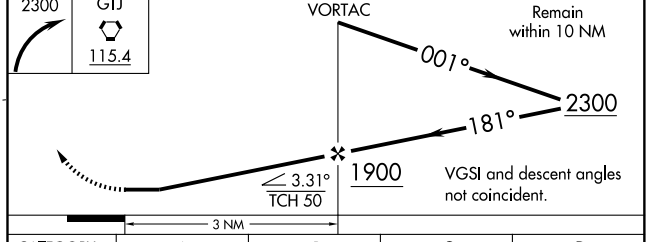
ATIS	SOUTH BEND APP CON★	SOUTH BEND TOWER★	GND CON	CLNC DEL	UNICOM
118.15	118.55 257.8	118.9 (CTAF) L 257.8	121.7	121.9	122.95





HIRL Rwy 9R-27L
MIRL Rwy 18-36 and 9L-27R

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-18	1240-1 441 (500-1)		1240-1¼ 441 (500-1¼)	1240-1½ 441 (500-1½)
CIRCLING	1260-1 461 (500-1)	1280-1 481 (500-1)	1280-1½ 481 (500-1½)	1360-2 561 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS		
183°	Rwy ldg	4360
	TDZE	540
	Apt Elev	540

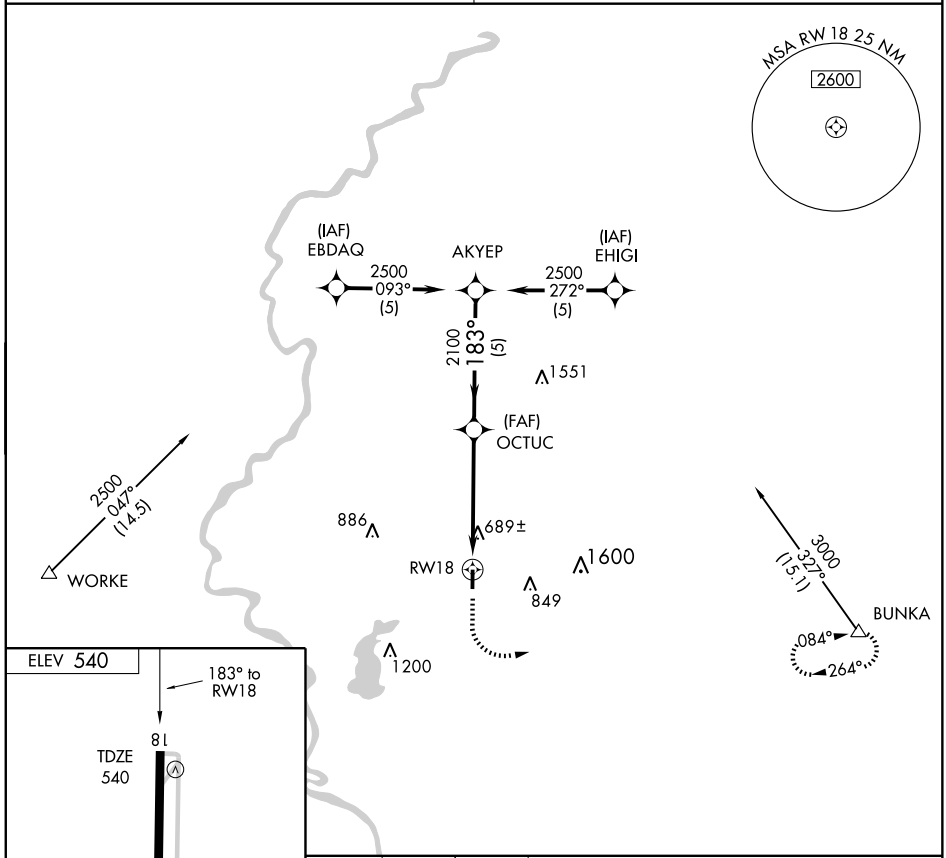
GPS RWY 18
SULLIVAN COUNTY (SIV)

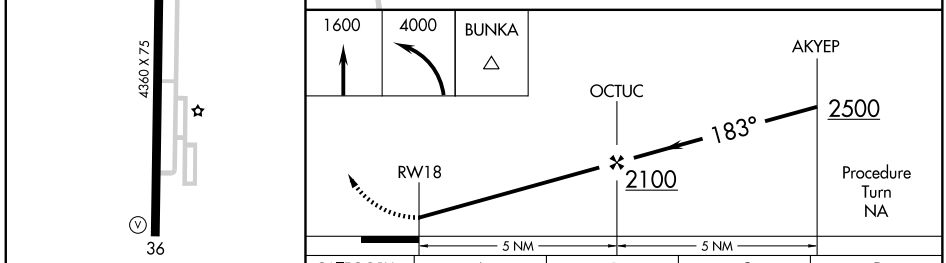
NA

Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 4000 direct BUNKA WP and hold.

HULMAN APP CON ★	UNICOM
119.25 339.8	122.8 (CTAF) L





REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	1000-1	460 (500-1)	NA	
CIRCLING	1060-1	520 (600-1)	NA	

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4360
003°	TDZE	540
	Apt Elev	540

GPS RWY 36
SULLIVAN COUNTY (SIV)

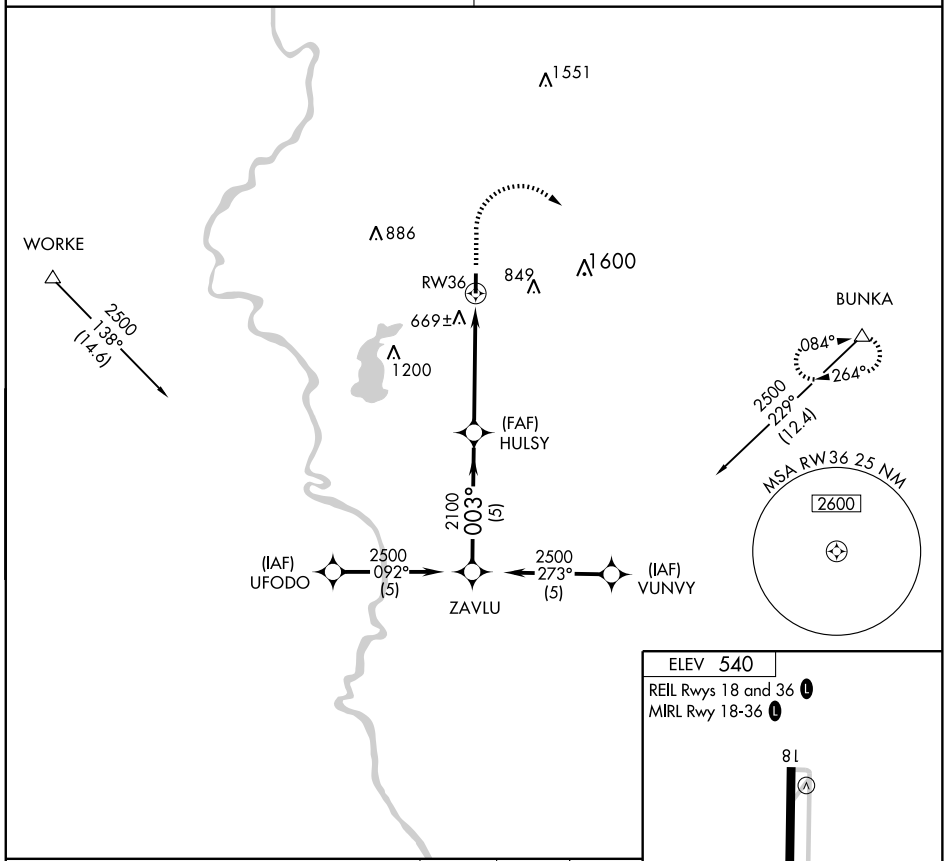
NA

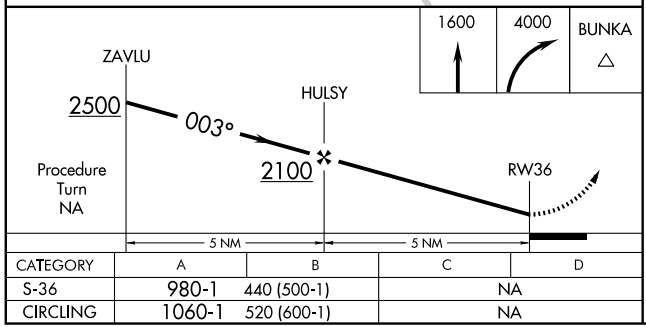
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct BUNKA WP and hold.

HULMAN APP CON ★
119.25 339.8

UNICOM
122.8 (CTAF) L



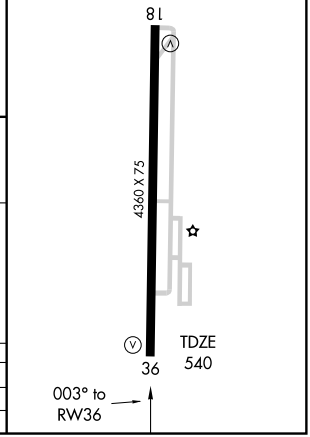


CATEGORY	A	B	C	D
S-36	980-1	440 (500-1)	NA	
CIRCLING	1060-1	520 (600-1)	NA	

ELEV 540

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L



EC-2, 14 JAN 2010 to 11 FEB 2010

NDB SIV 326	APP CRS 003°	Rwy ldg 4360 TDZE 540 Apt Elev 540

NDB RWY 36
SULLIVAN COUNTY (SIV)

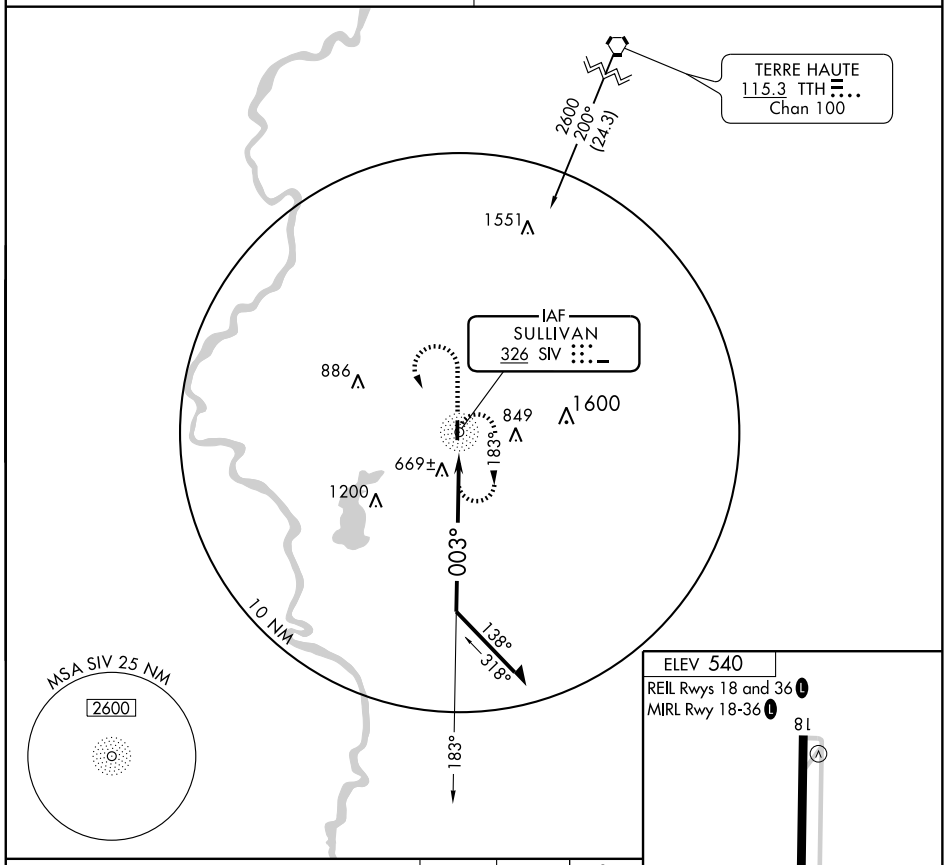
T
A NA

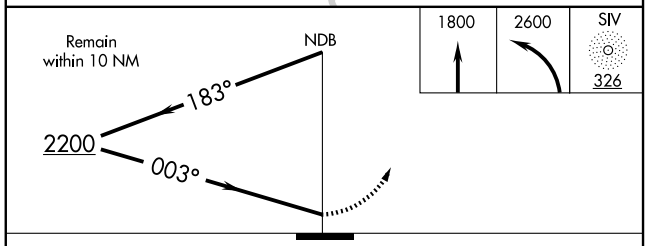
Use Terre Haute altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2600 direct SIV NDB and hold.

HULMAN APP CON ★
119.25 339.8

UNICOM
122.8 (CTAF) L





CATEGORY	A	B	C	D
S-36	1080-1	540 (600-1)	NA	
CIRCLING	1080-1	540 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

VOR/DME RSV 108.4 Chan 21	APP CRS 056°	Rwy ldg N/A TDZE N/A Apt Elev 540

VOR/DME-A
SULLIVAN COUNTY (SIV)

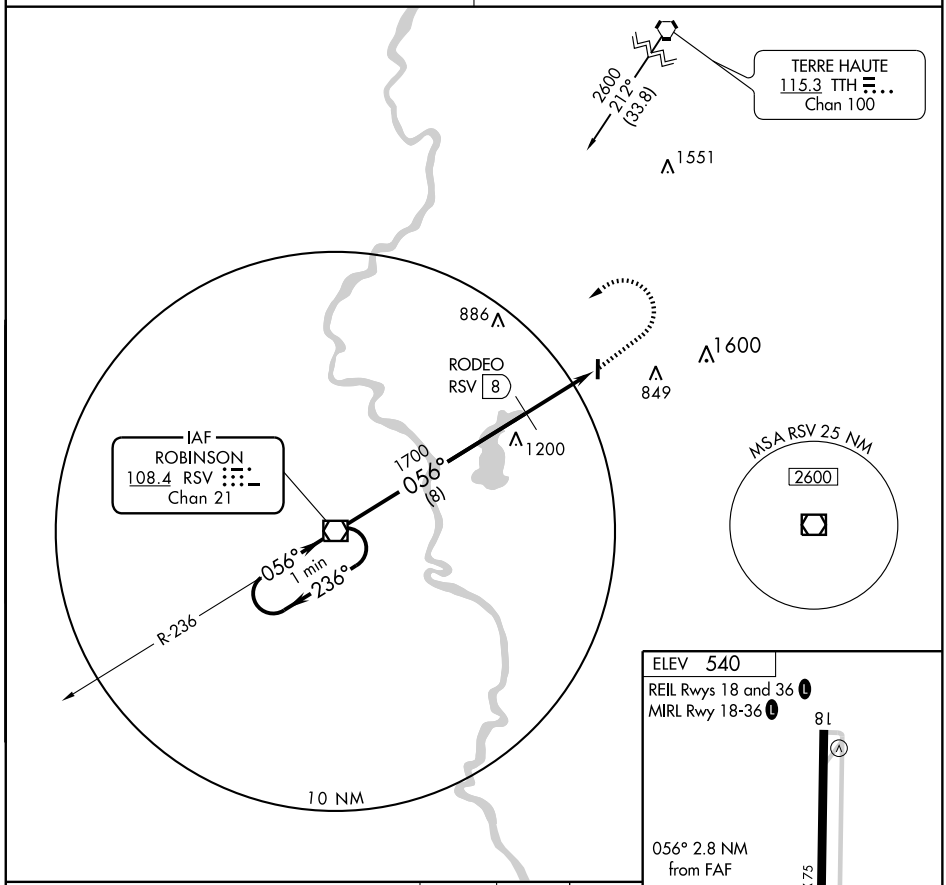
NA

Use Terre Haute altimeter setting.

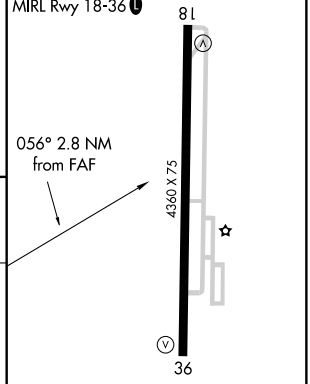
MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct RSV VOR/DME and hold.

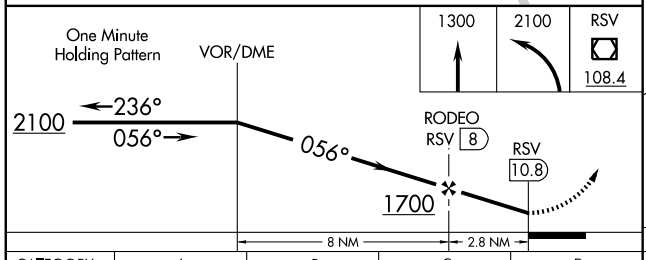
HULMAN APP CON ★
119.25 339.8

UNICOM
122.8 (CTAF) L



ELEV 540
REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L





CATEGORY	A	B	C	D
CIRCLING	1060-1 520 (600-1)		NA	

Knots	60	90	120	150	180
Min:Sec					

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB TEL	APP CRS	Rwy ldg	4400
206	150°	TDZE	659
		Apt Elev	659

NDB or GPS RWY 13

TELL CITY / PERRY COUNTY MUNI (TEL)

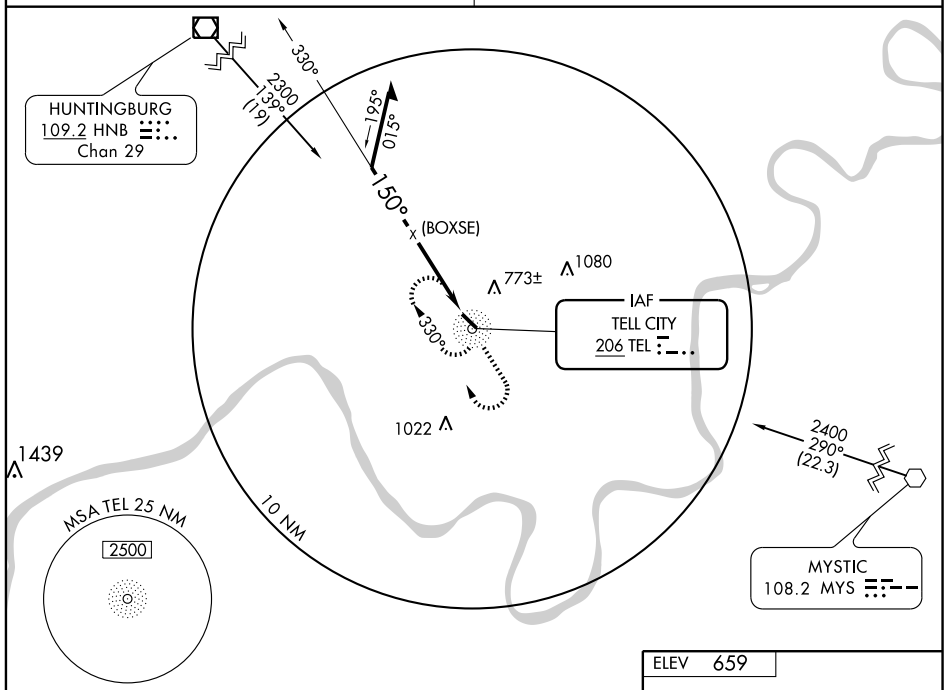
T
A NA

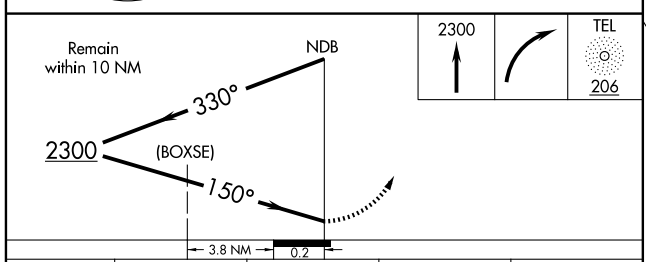
Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

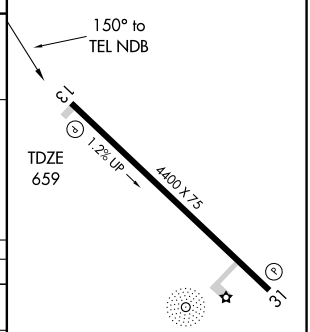
MISSED APPROACH: Climb to 2300 then right turn direct TEL NDB and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L







CATEGORY	A	B	C	D
S-13	1140-1 481 (500-1)		1140-1¼ 481 (500-1¼)	NA
CIRCLING	1140-1 481 (500-1)		1140-1½ 481 (500-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-13	1260-1 601 (700-1)		1260-1¾ 601 (700-1¾)	NA
CIRCLING	1260-1 601 (700-1)	1280-1 621 (700-1)	1280-1¾ 621 (700-1¾)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

EC-2. 14 JAN 2010 to 11 FEB 2010

VOR/DME HNB 109.2 Chan 29	APP CRS 318°	Rwy ldg 4400 TDZE 659 Apt Elev 659

VOR or GPS RWY 31

TELL CITY / PERRY COUNTY MUNI (TEL)

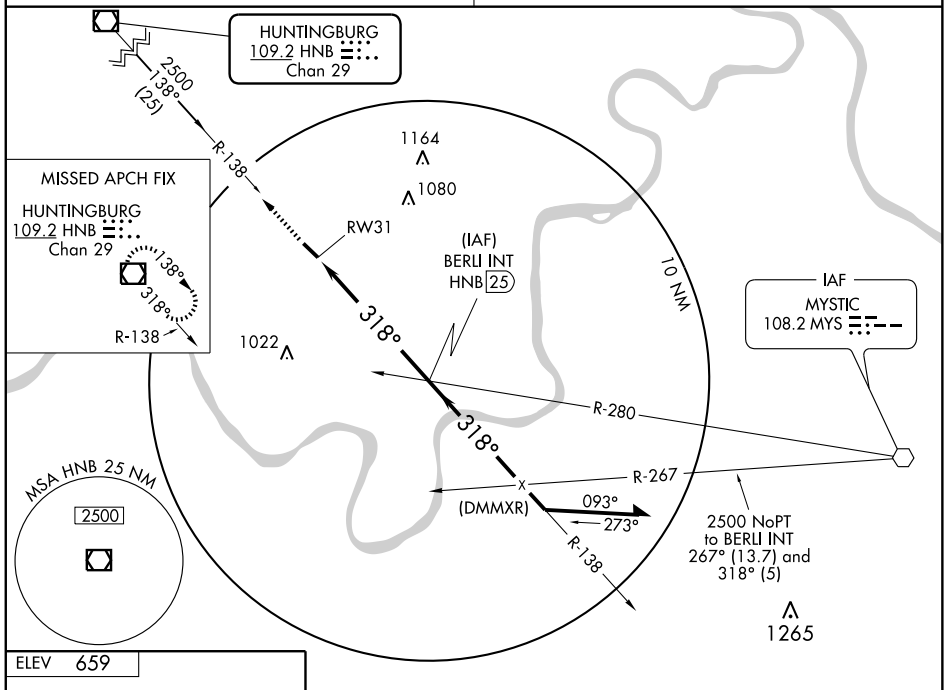
Obtain local altimeter setting on CTAF; when not received, use Evansville altimeter setting.

NA

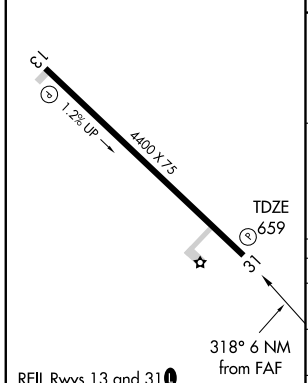
MISSED APPROACH: Climb to 2500 via HNB R-138 to HNB VOR/DME and hold.

EVANSVILLE APP CON ★
126.4 226.4

UNICOM
122.7 (CTAF) L

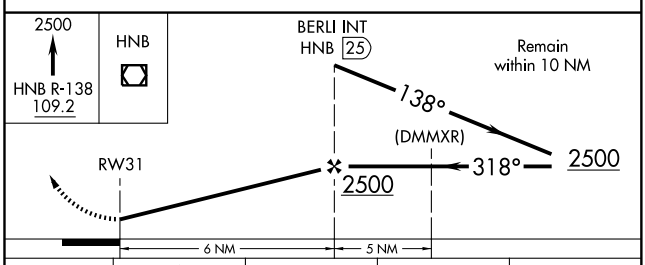


ELEV 659



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-31	1240-1 581 (600-1)		1240-1½ 581 (600-1½)	NA
CIRCLING	1240-1 581 (600-1)		1240-1½ 581 (600-1½)	NA
EVANSVILLE ALTIMETER SETTING MINIMUMS				
S-31	1360-1 701 (800-1)		1360-2 701 (800-2)	NA
CIRCLING	1360-1 701 (800-1)		1360-2 701 (800-2)	NA

VORTAC TTH	APP CRS	Rwy ldg	N/A
115.3	120°	TDZE	N/A
Chan 100		Apt Elev	496

VOR-B

TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
Procdure NA at night.

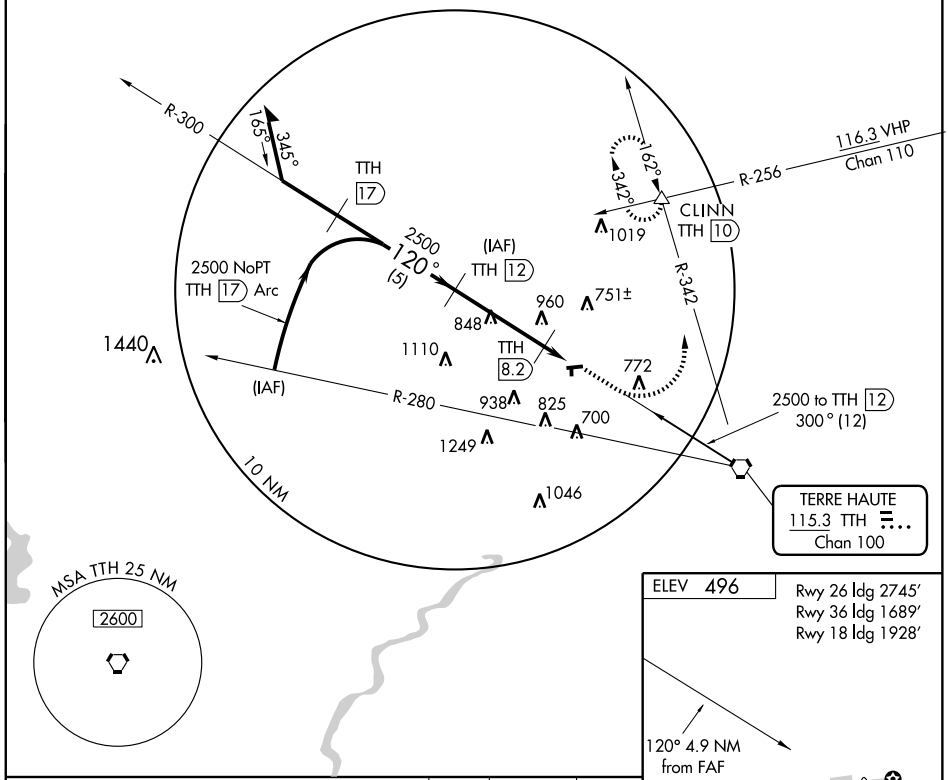
NA

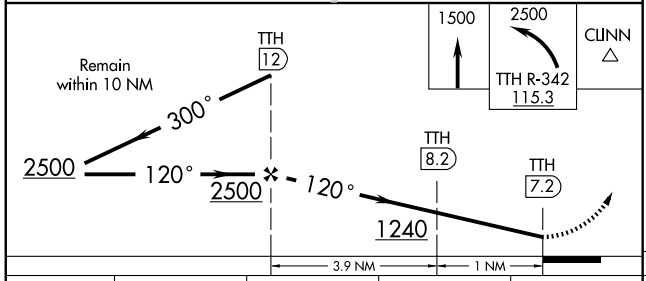
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 via TTH R-342 to CLINN Int and hold.

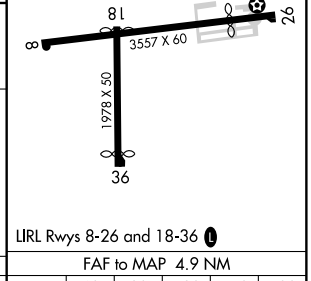
HULMAN APP CON ★
125.45 339.8

UNICOM
122.8 (CTAF) L

DME REQUIRED







LIRL Rwys 8-26 and 18-36 L

FAF to MAP 4.9 NM

CATEGORY	A	B	C	D
CIRCLING	1100-1 604 (700-1)		NA	

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy ldg	N/A
115.3	300°	TDZE	N/A
Chan 100		Apt Elev	496

VOR or GPS-A

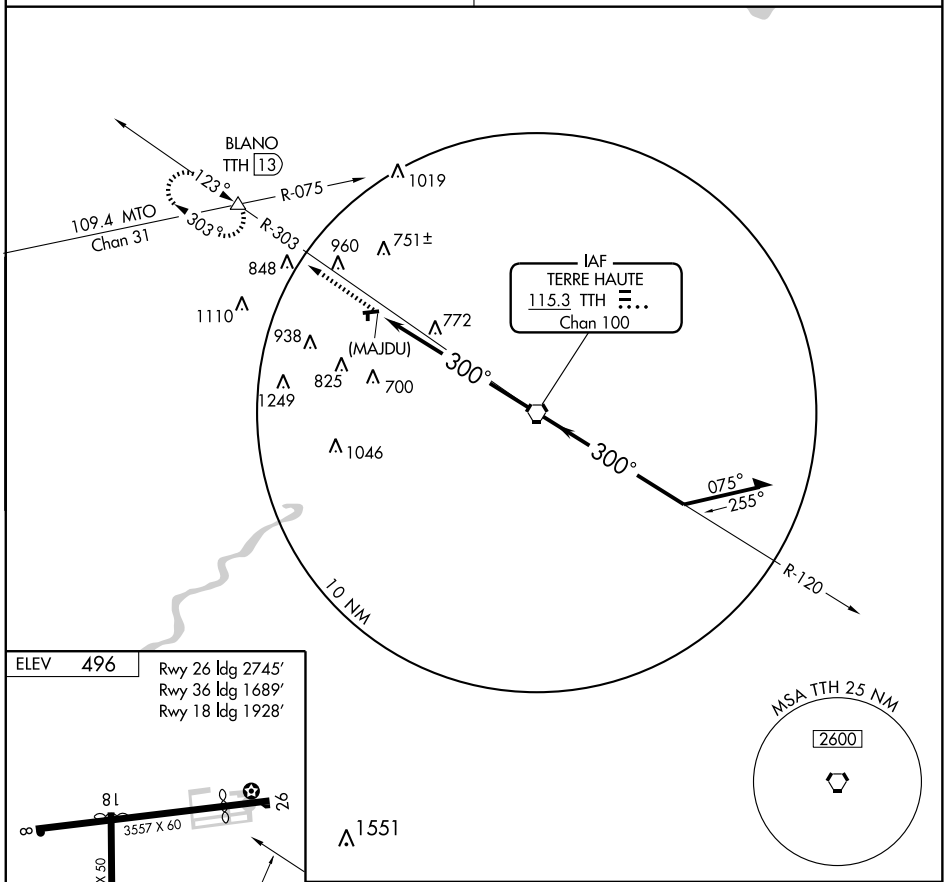
TERRE HAUTE/SKY KING (3I3)

Use Terre Haute Intl altimeter setting.
NA Procedure NA at night.

MISSED APPROACH: Climb to 2500 via TTH R-303 to BLANO Int/TTH 13 DME and hold.

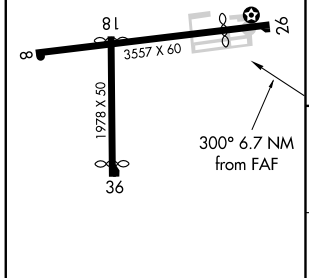
HULMAN APP CON★
125.45 339.8

UNICOM
122.8 (CTAF) L

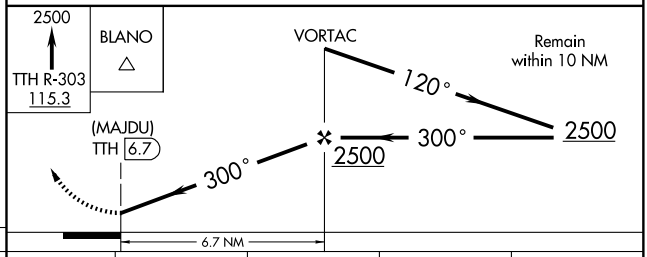


ELEV 496

Rwy 26 ldg 2745′
Rwy 36 ldg 1689′
Rwy 18 ldg 1928′



LIRL Rwys 8-26 and 18-36 L

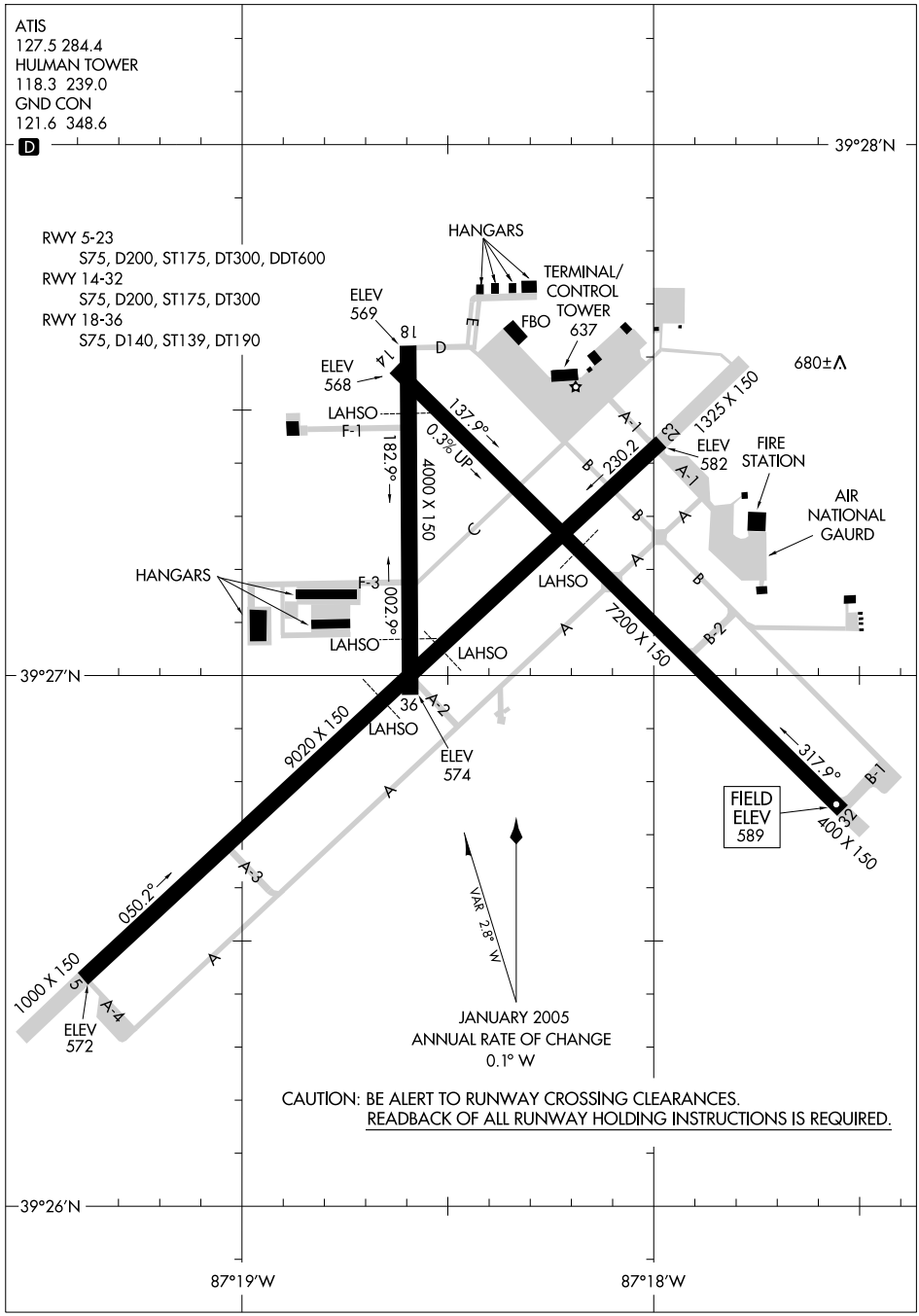


FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

CATEGORY	A	B	C	D
CIRCLING	1100-1 604 (700-1)		NA	

EC-2, 14 JAN 2010 to 11 FEB 2010



EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-HUF	APP CRS	Rwy ldg	9020
109.7	049°	TDZE	573
		Apt Elev	589

ILS or LOC RWY 5

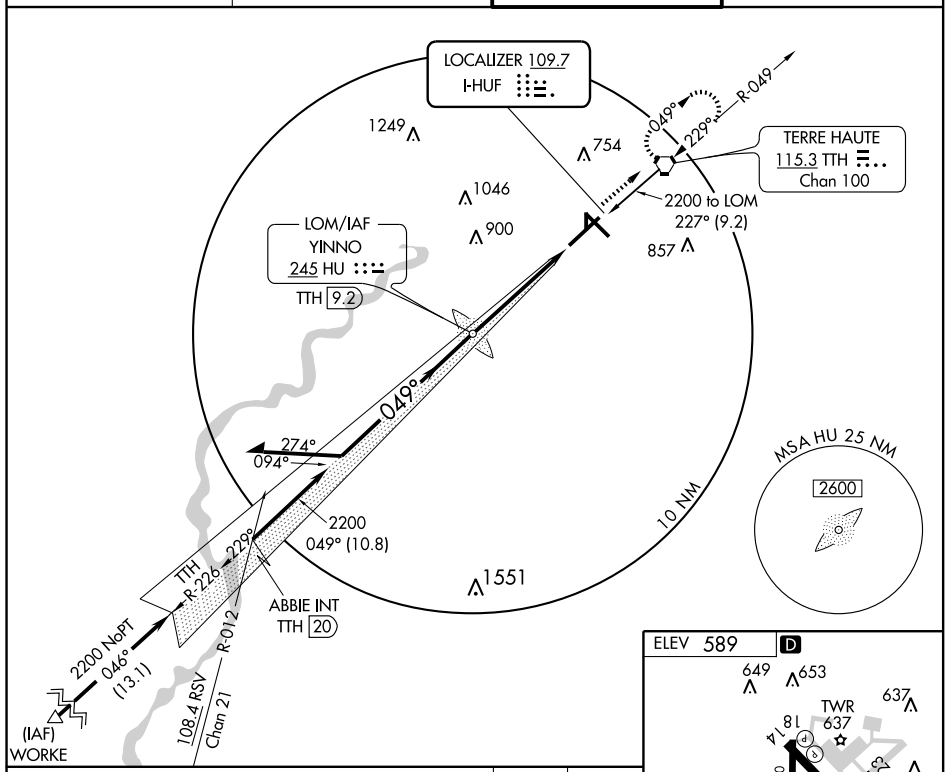
TERRE HAUTE INTL-HULMAN FIELD (HUF)

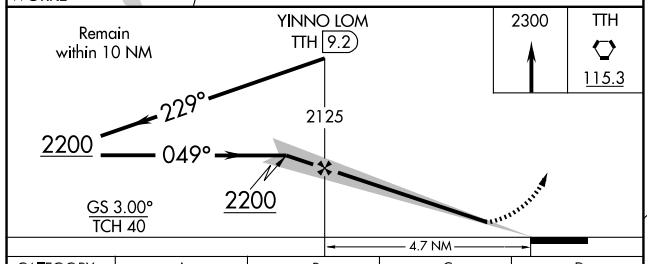
ASR: When local altimeter setting not received, use Paris, IL altimeter setting and increase all DA/MDA 80 feet and S-LOC 5 Cats. C/D visibilities ¼ mile. For inoperative MALSR, when using Paris, IL altimeter setting increase S-ILS 5 all Cats. visibilities ½ mile.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

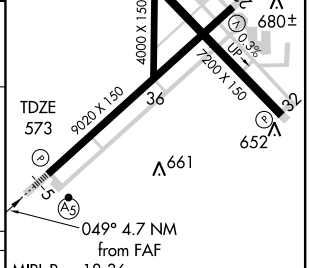
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON *	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-ILS 5	*773/24 200 (200-½)		*803/24 230 (300-½)	
S-LOC 5	920/24 347 (400-½)			920/40 347 (400-¾)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

LOC I-HUF	APP CRS	Rwy ldg	9020
109.7	229°	TDZE	583
		Apt Elev	589

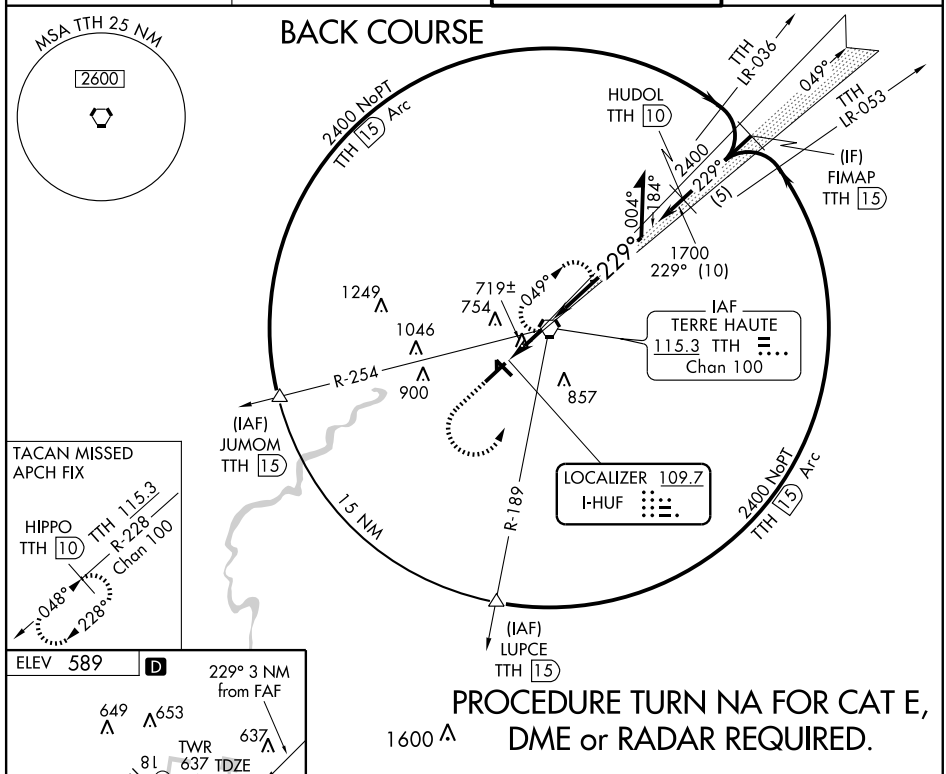
LOC BC RWY 23

TERRE HAUTE INTL-HULMAN FIELD (HUF)

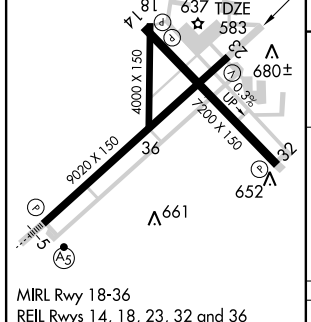
When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and increase S-23 Cat C and D visibility ¼ mile.
ASR Circling NA for Cat E NW of Rwy 5-23.

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct TTH VORTAC and hold. (TACAN Aircraft climb to 2600 via TTH VORTAC R-228 to HIPPO/TTH 10 DME and hold.)

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

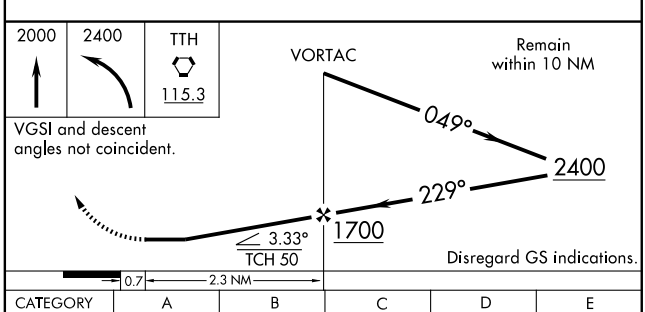


PROCEDURE TURN NA FOR CAT E, DME or RADAR REQUIRED.



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 2.3 NM					
Knots	60	90	120	150	180
Min:Sec	2:18	1:32	1:09	0:55	0:46



CATEGORY	A	B	C	D	E
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)	980-1½ 397 (400-1½)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)	1220-2¼ 631 (700-2¼)

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82109 W05A	APP CRS 049°	Rwy ldg 9020 TDZE 573 Apt Elev 589

RNAV (GPS) RWY 5

TERRE HAUTE INTL-HULMAN FIELD (HUF)

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Paris altimeter setting. When local altimeter setting not received, use Paris altimeter setting and increase all DA 61 ft., LPV all Cats visibility to RVR 4000 and LNAV/VNAV all Cats visibility to RVR 5000, increase all MDA 80 ft. and LNAV Cat C visibility to RVR 4000. For inoperative MALSR, when using Paris altimeter setting, increase LPV all Cats visibility to RVR 6000.

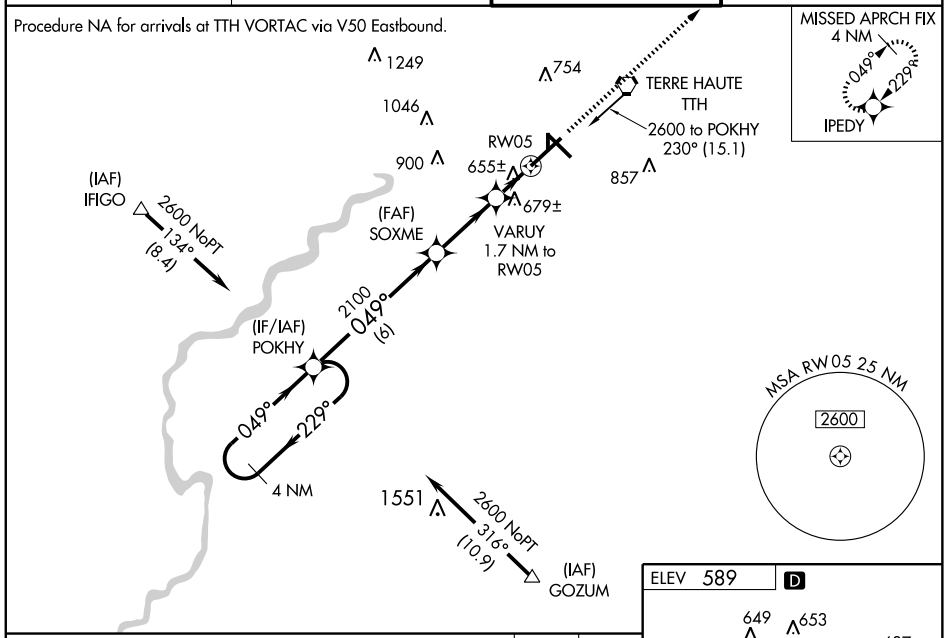
ASR

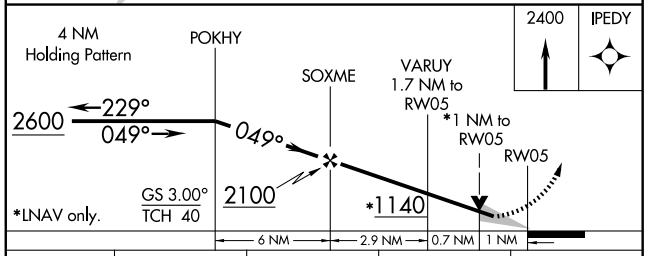
MALSR

MISSED APPROACH: Climb to 2400 direct IPEDY and hold.

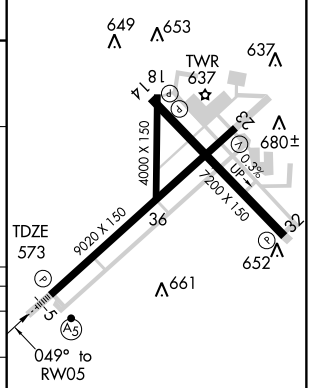
ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6

Procedure NA for arrivals at TTH VORTAC via V50 Eastbound.





CATEGORY	A	B	C	D
LPV DA	875/24 302 (300-½)			
LNAV/VNAV DA	924/40 351 (400-¾)			
LNAV MDA	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)



MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7200
137°	TDZE	578
	Apt Elev	589

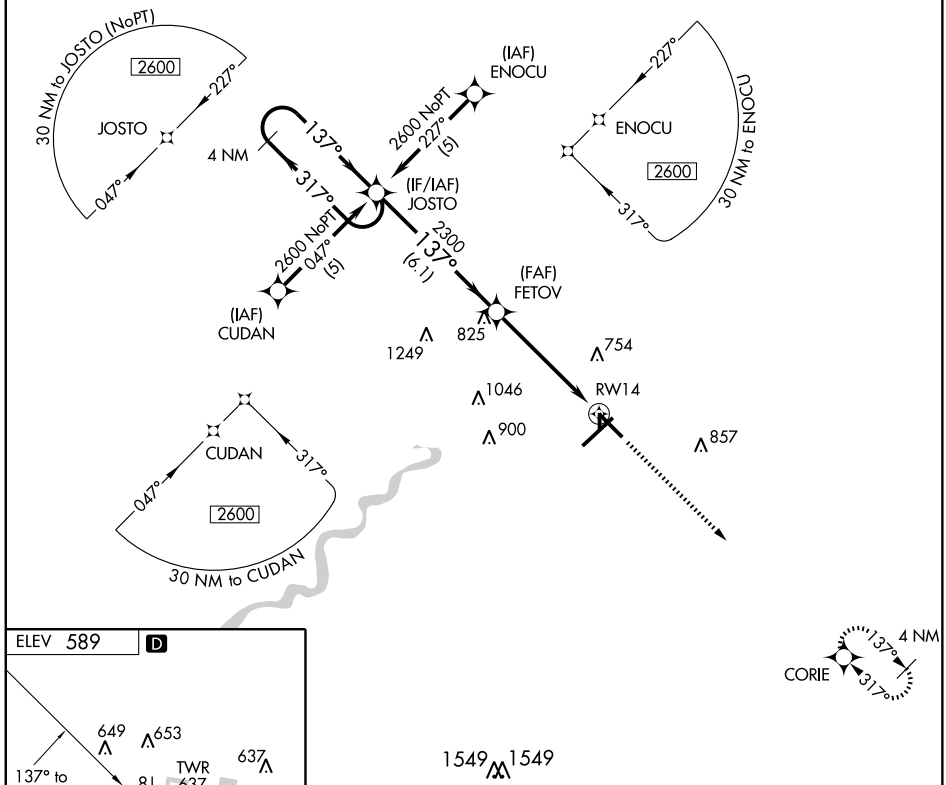
RNAV (GPS) RWY 14

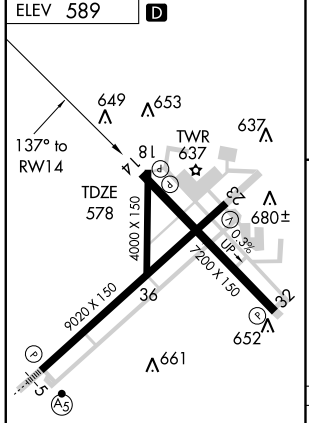
TERRE HAUTE INTL-HULMAN FIELD (HUF)

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and LNAV Cat D visibility ¼ mile.
DME/DME RNP-0.3 NA.
ASR VDP NA with Paris, IL altimeter setting.

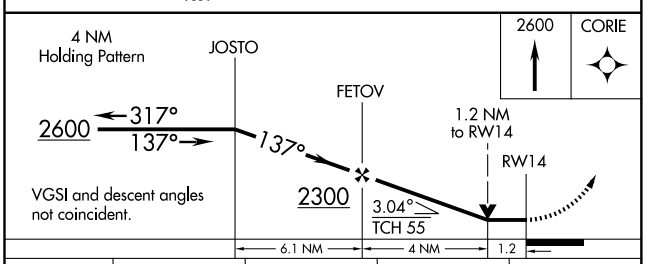
MISSED APPROACH: Climb to 2600 direct CORIE and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	980-1 402 (400-1)		980-1¼ 402 (400-1¼)	
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	9020
229°	TDZE	583
	Apt Elev	589

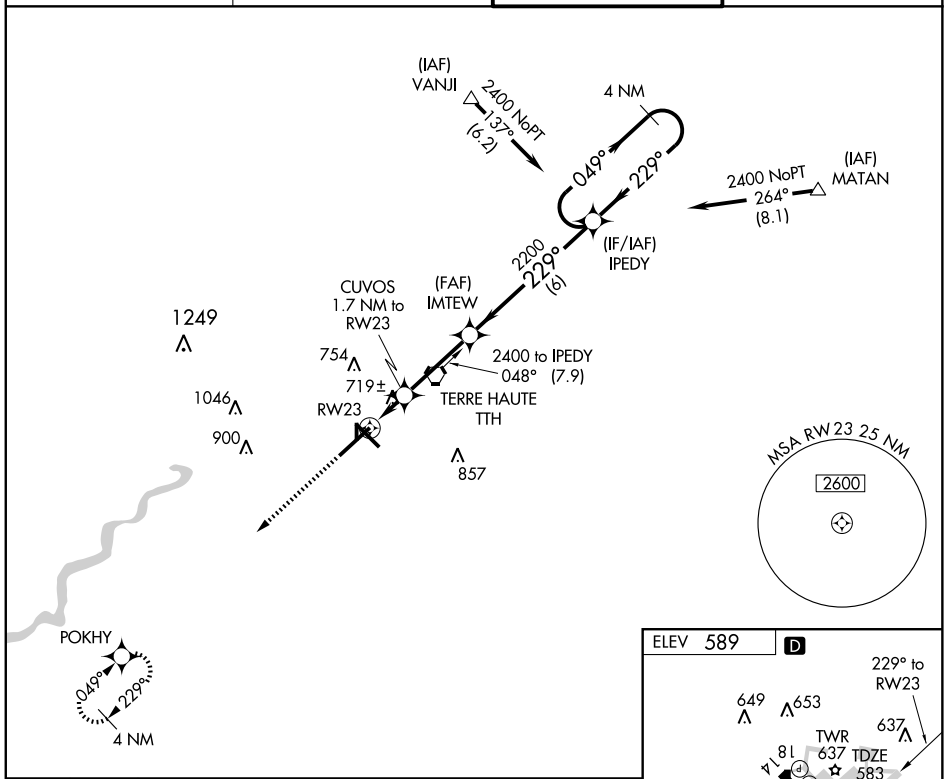
RNAV (GPS) RWY 23
TERRE HAUTE INTL-HULMAN FIELD (HUF)

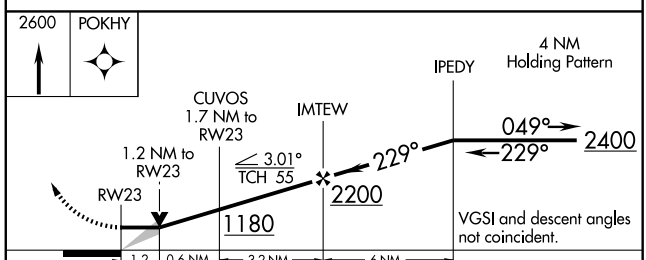
ASR

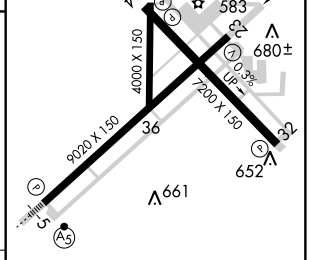
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Paris altimeter setting and increase all MDA 80 feet and LNAV visibility Cats C and D ¼ mile.
VDP NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2600 direct POKHY and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







CATEGORY	A	B	C	D
LNAV MDA	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	7200
317°	TDZE	589
	Apt Elev	589

RNAV (GPS) RWY 32

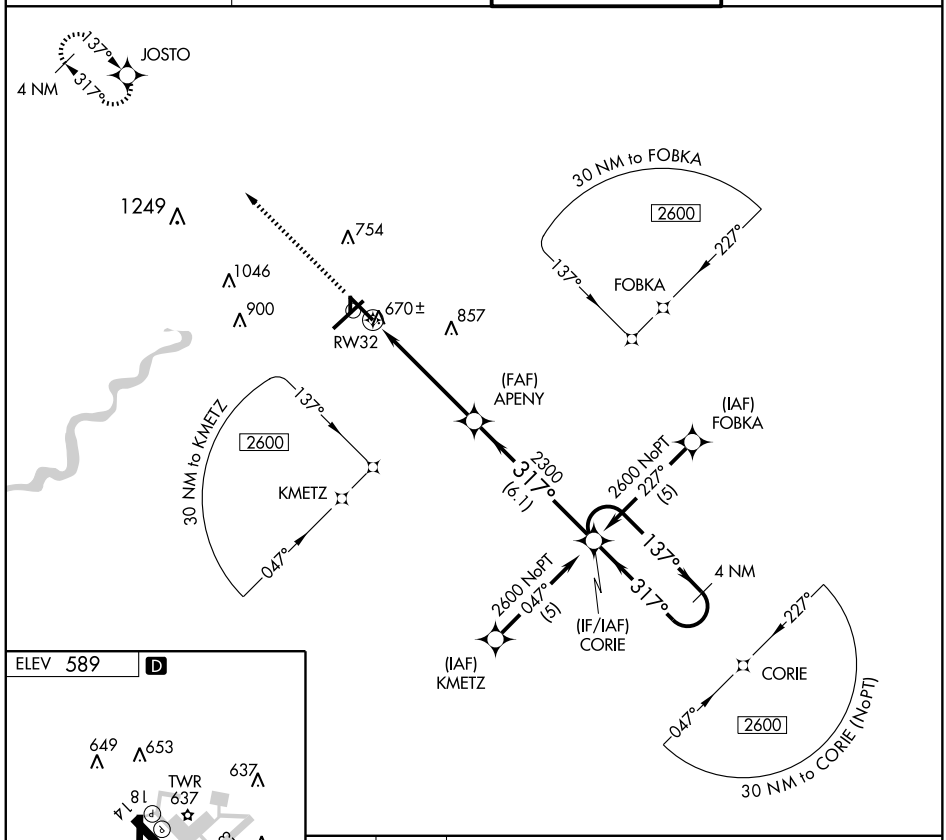
TERRE HAUTE INTL-HULMAN FIELD (HUF)

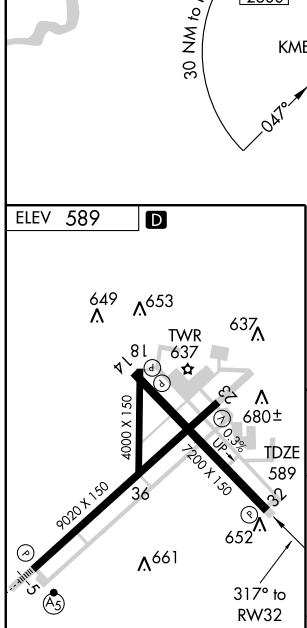
ASR

When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase LNAV Cats. C/D visibilities ¼ mile. DME/DME RNP-0.3 NA.

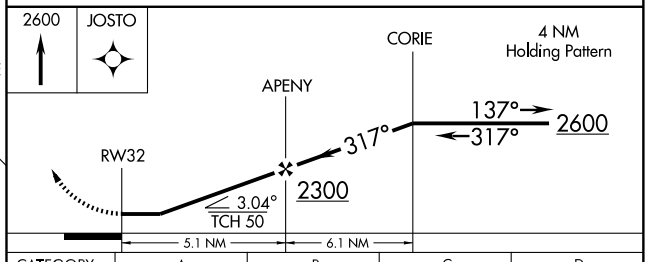
MISSED APPROACH: Climb to 2600 direct JOSTO and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32



CATEGORY	A	B	C	D
LNAV MDA	920-1 331 (400-1)			
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

VORTAC TTH	APP CRS	Rwy ldg	9020
115.3	048°	TDZE	573
Chan 100		Apt Elev	589

VOR/DME RWY 5

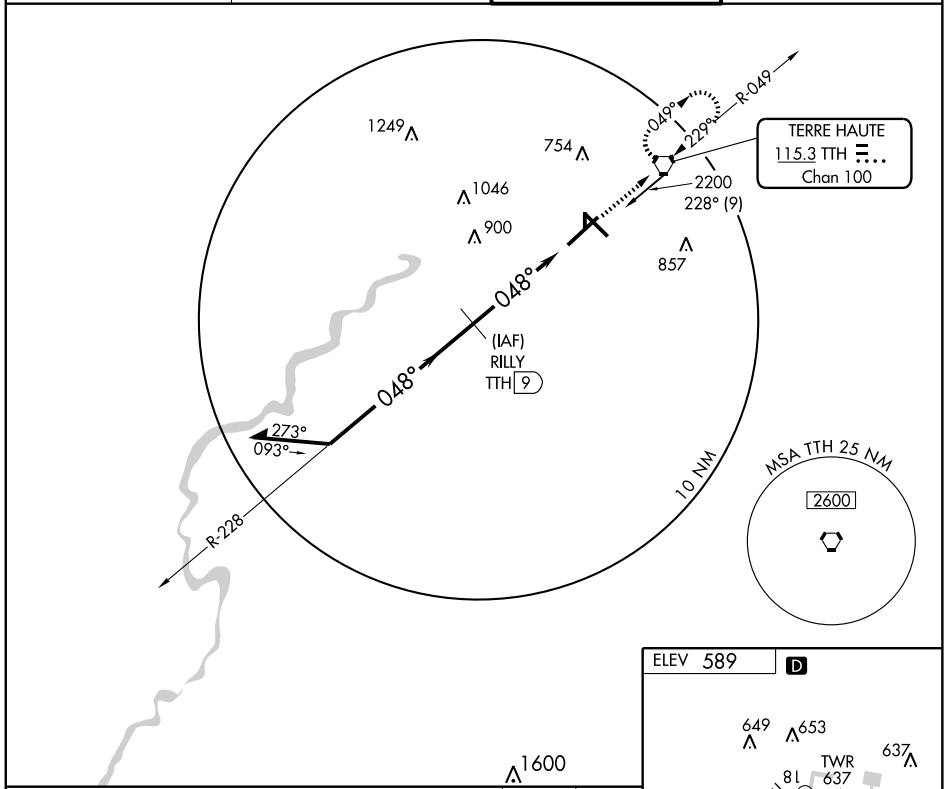
TERRE HAUTE INTL-HULMAN FIELD (HUF)

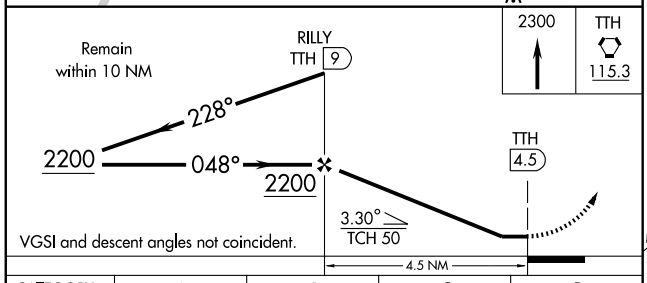
ASR: For inoperative MALSR, increase S-5 Cat D visibilty to RVR 6000. When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and increase S-5 Cat C visibility ¼ mile.

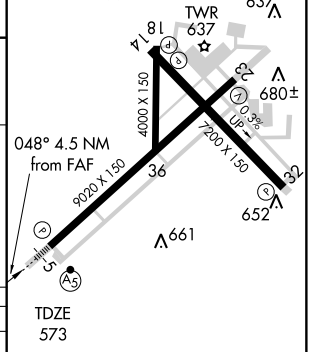
MALSR

MISSED APPROACH: Climb to 2300 direct TTH VORTAC and hold.

ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6







MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

CATEGORY	A	B	C	D
S-5	940/24 367 (400-½)			940/50 367 (400-1)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2. 14 JAN 2010 to 11 FEB 2010

VORTAC TTH	APP CRS	Rwy ldg	9020
115.3	229°	TDZE	583
Chan 100		Apt Elev	589

VOR RWY 23

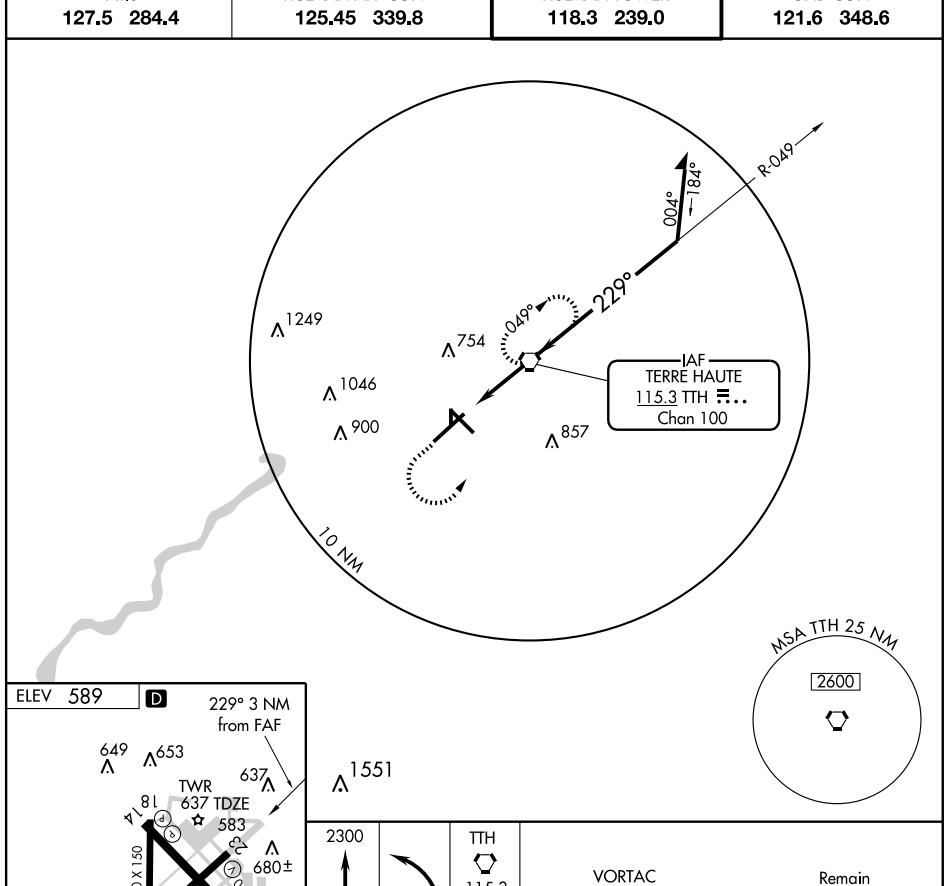
TERRE HAUTE INTL-HULMAN FIELD (HUF)

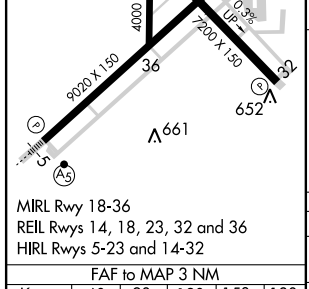
When local altimeter setting not received, use Paris, IL altimeter setting and increase all MDA 80 feet and S-23 Cats. C/D visibilities ¼ mile.

ASR

MISSED APPROACH: Climb to 2300 then left turn direct TTH VORTAC and hold.

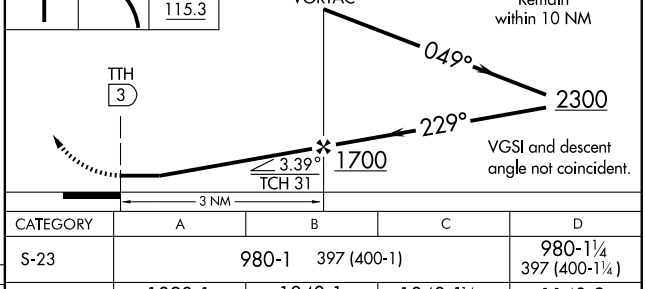
ATIS	HULMAN APP CON ★	HULMAN TOWER	GND CON
127.5 284.4	125.45 339.8	118.3 239.0	121.6 348.6





MIRL Rwy 18-36
REIL Rwys 14, 18, 23, 32 and 36
HIRL Rwys 5-23 and 14-32

FAF to MAP 3 NM					
Knots	60	90	120	150	180
Min:Sec	3:00	2:00	1:30	1:12	1:00



CATEGORY	A	B	C	D
S-23	980-1 397 (400-1)			980-1¼ 397 (400-1¼)
CIRCLING	1020-1 431 (500-1)	1040-1 451 (500-1)	1040-1½ 451 (500-1½)	1140-2 551 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

LOC I-VPZ	APP CRS	Rwy ldg	6500
109.7	272°	TDZE	770
		Apt Elev	771

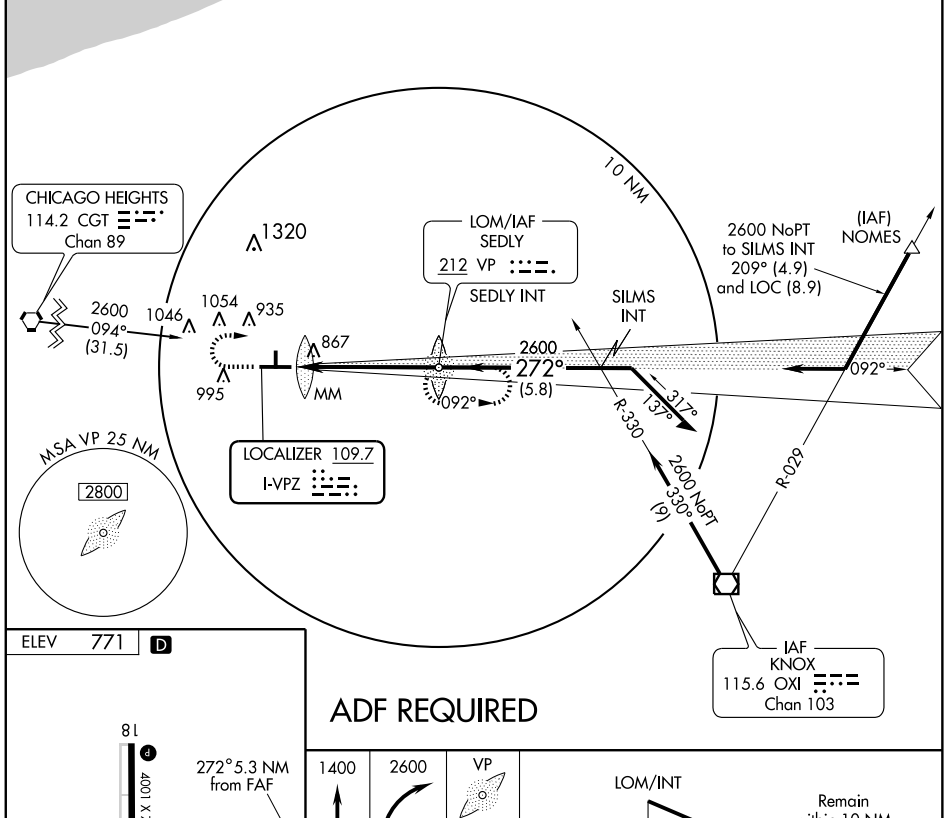
ILS RWY 27

VALPARAISO / PORTER COUNTY MUNI (VPZ)

MALSR

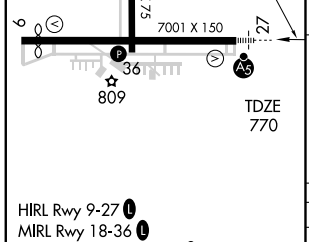
MISSED APPROACH: Climb to 1400, then climbing right turn ot 2600 direct SEDLY LOM and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



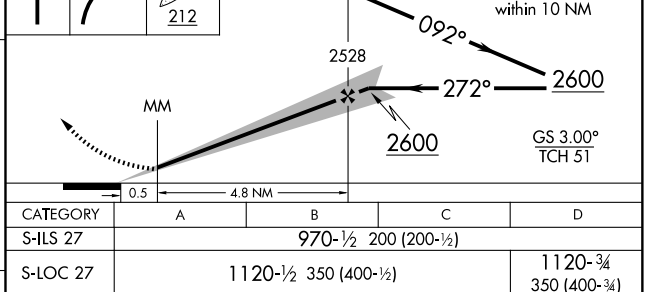
ADF REQUIRED

ELEV 771 D



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 27	970-½ 200 (200-½)			
S-LOC 27	1120-½ 350 (400-½)			1120-¾ 350 (400-¾)
CIRCLING	1260-1 489 (500-1)	1300-1 529 (600-1)	1300-1½ 529 (600-1½)	1360-2 589 (600-2)

WAAS CH 42606 W09A	APP CRS 092°	Rwy ldg 6500 TDZE 769 Apt Elev 770

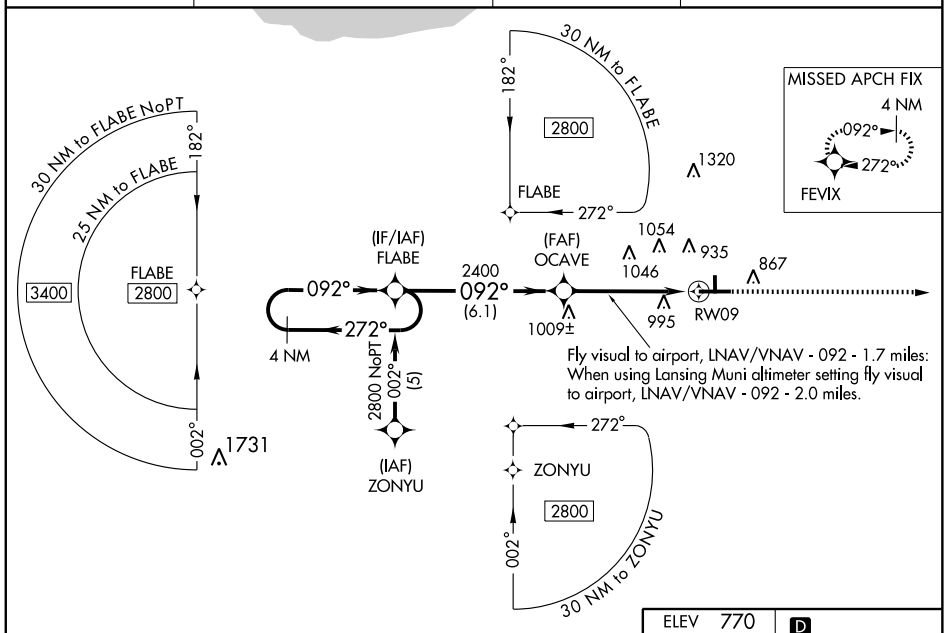
RNAV (GPS) RWY 9

VALPARAISO / PORTER COUNTY MUNI (VPZ)

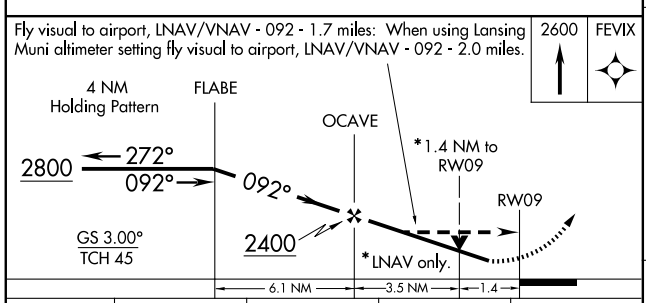
When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet; and increase LPV all Cats, LNAV/VNAV Cat D, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

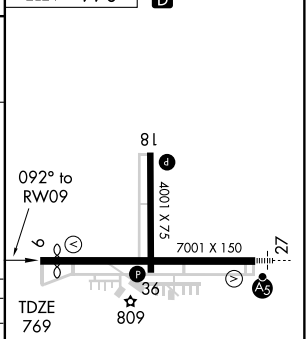
MISSED APPROACH: Climb to 2600 direct FEVIX and hold.

ASOS	SOUTH BEND APP CON *	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



Fly visual to airport, LNAV/VNAV - 092 - 1.7 miles: When using Lansing Muni altimeter setting fly visual to airport, LNAV/VNAV - 092 - 2.0 miles.





CATEGORY	A	B	C	D
LPV DA	1038-1 269 (300-1)			
LNAV/VNAV DA	1369-2 600 (600-2)			
LNAV MDA	1260-1 491 (500-1)		1260-1¼ 491 (500-1¼)	1260-1½ 491 (500-1½)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

EC-2, 14 JAN 2010 to 11 FEB 2010

WAAS CH 82406 W18A	APP CRS 182°	Rwy ldg 4001 TDZE 770 Apt Elev 770

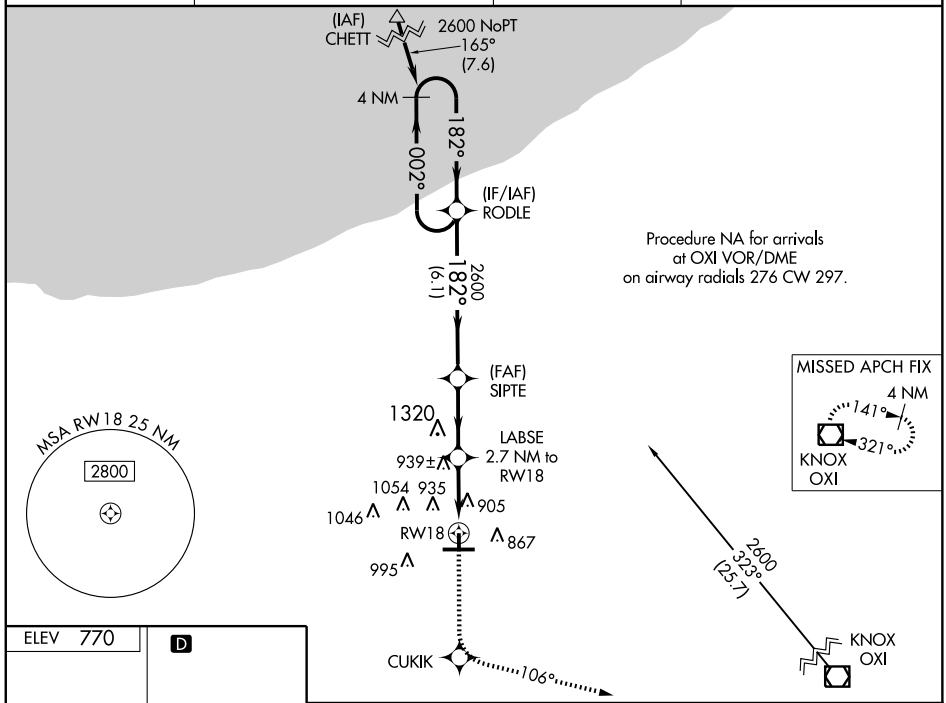
RNAV (GPS) RWY 18

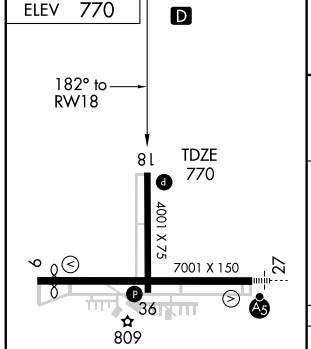
VALPARAISO / PORTER COUNTY MUNI (VPZ)

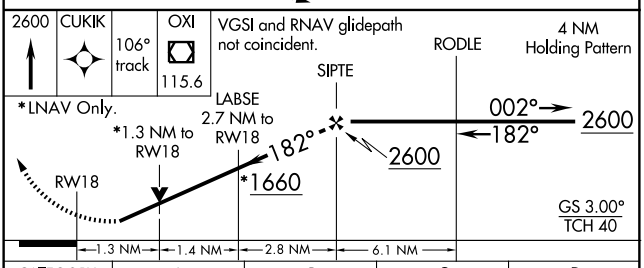
When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct CUKIK and via 106° track to OXI VOR/DME and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1120-1¼ 350 (400-1¼)		NA	NA
LNAV/VNAV DA	1233-1¾ 463 (500-1¾)		NA	NA
LVAV MDA	1200-1 430 (500-1)		NA	NA
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	NA	NA

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

WAAS CH 86806 W27A	APP CRS 272°	Rwy ldg 6500 TDZE 770 Apt Elev 770

RNAV (GPS) RWY 27

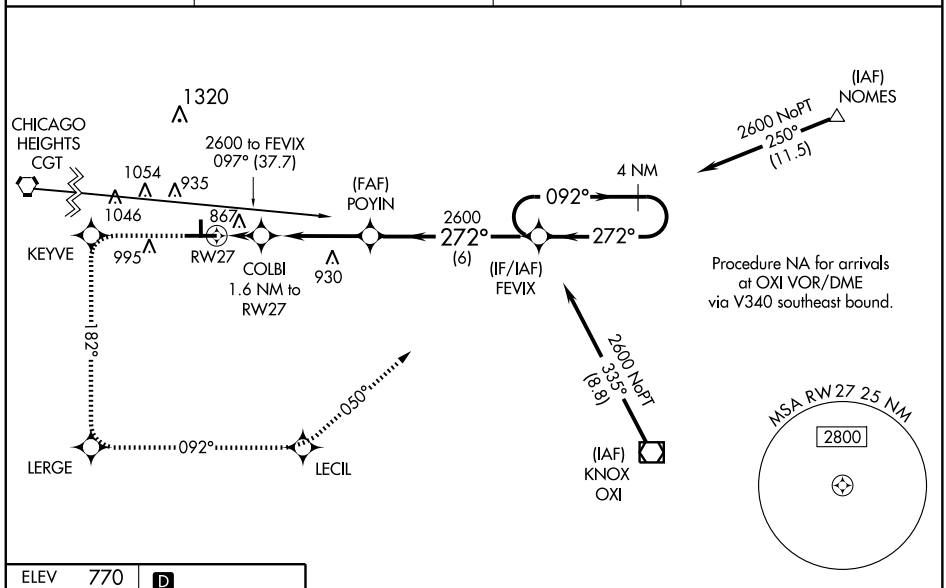
VALPARAISO / PORTER COUNTY MUNI (VPZ)

When local altimeter setting not received, use Lansing Muni altimeter setting and increase all DAs 77 feet and all MDAs 80 feet, and increase LPV and LNAV/VNAV all Cats, and circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼, when using Lansing Muni altimeter setting increase LPV all Cats visibility to 1¼. Baro-VNAV NA when using Lansing Muni altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

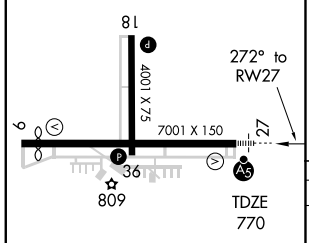
MALSR

MISSED APPROACH: Climb to 2600 direct KEYVE and left turn via 182° track to LERGE and via 092° track to LECIL and via 050° track to FEVIX and hold.

ASOS	SOUTH BEND APP CON ★	CLNC DEL	UNICOM
125.875	132.05 257.8	120.525	122.725 (CTAF) L



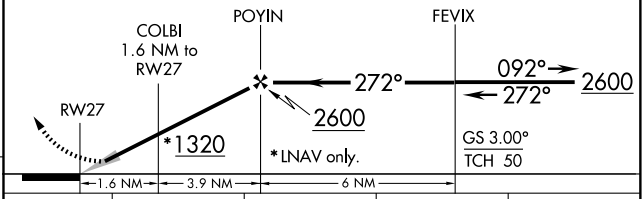
ELEV 770 D



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9, 18 and 36 L

2600	KEYVE	182° track	LERGE	092° track	LECIL	050° track	FEVIX

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1020-½ 250 (300 -½)			
LNAV/VNAV DA	1201-1 431 (500 -1)			
LNAV MDA	1180-½ 410 (500 -½)		1180-¾ 410 (500-¾)	1180-1 410 (500-1)
CIRCLING	1260-1 490 (500-1)	1300-1 530 (600-1)	1300-1½ 530 (600-1½)	1360-2 590 (600-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	4401
092°	TDZE	796
	Apt Elev	796

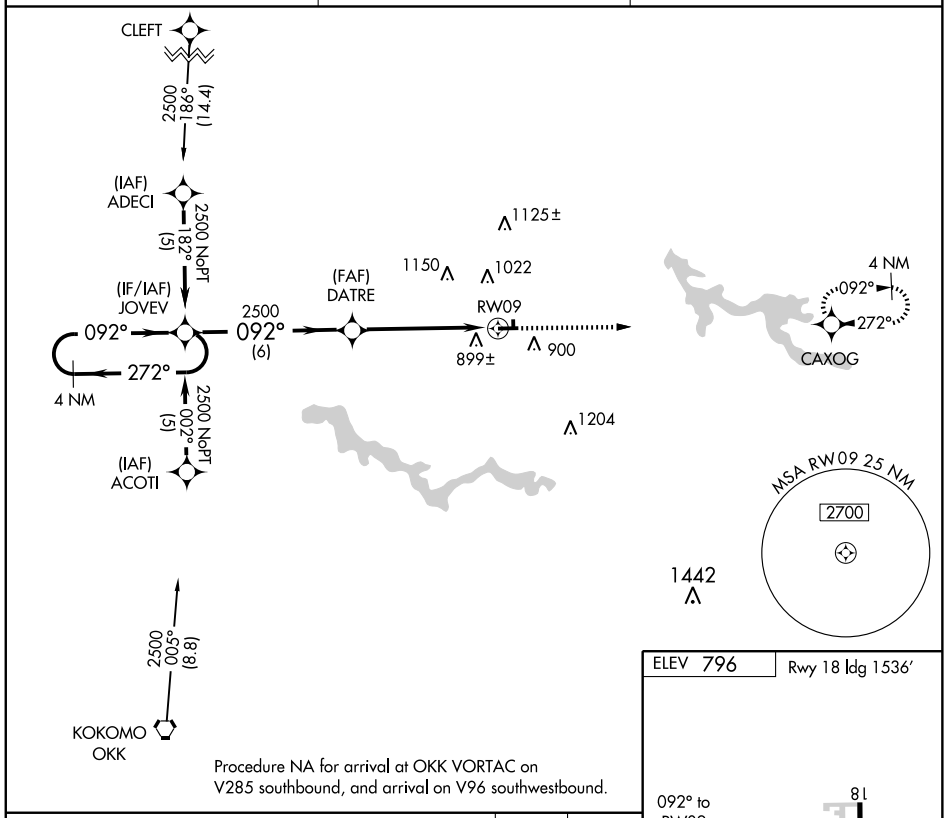
RNAV (GPS) RWY 9
WABASH MUNI (IWH)

NA

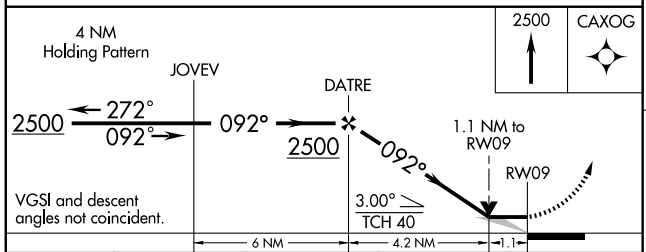
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct CAXOG WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON*		UNICOM
113.5	121.05	379.3	122.8 (CTAF) L

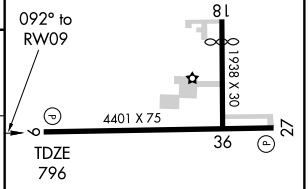


Procedure NA for arrival at OKK VORTAC on V285 southbound, and arrival on V96 southwestbound.



CATEGORY	A	B	C	D
LNAV MDA	1160-1 364 (400-1)			NA
CIRCLING	1200-1 404 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

ELEV 796 Rwy 18 ldg 1536'



LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

APP CRS	Rwy ldg	4401
272°	TDZE	796
	Apt Elev	796

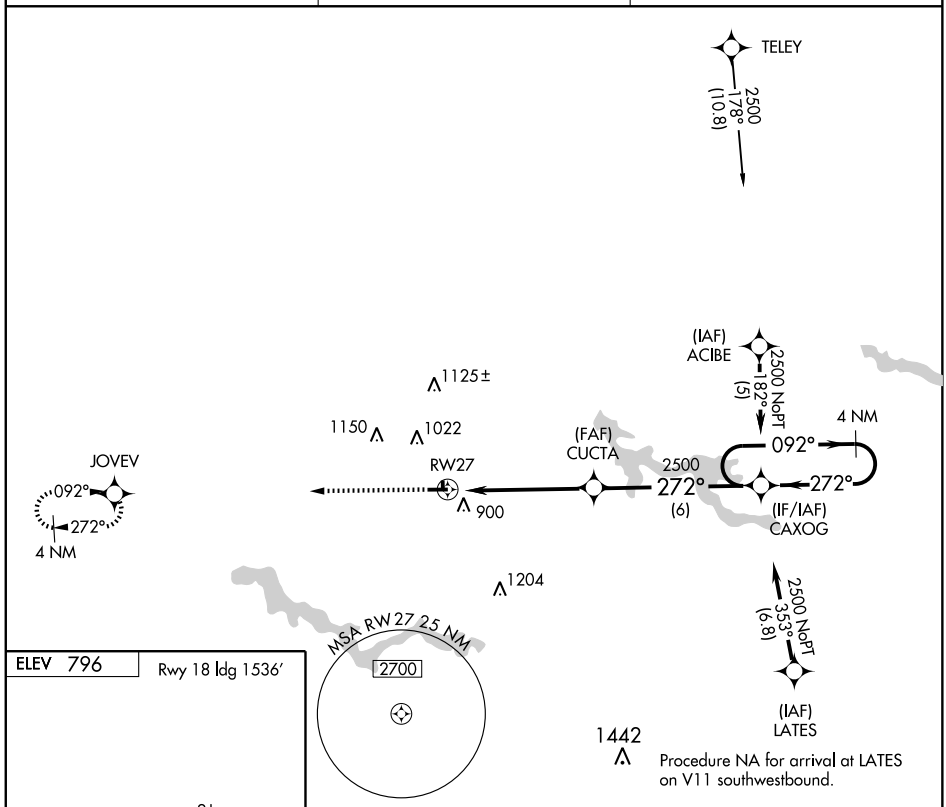
RNAV (GPS) RWY 27
WABASH MUNI (IWH)

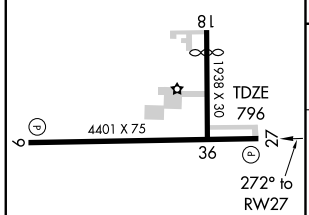
NA

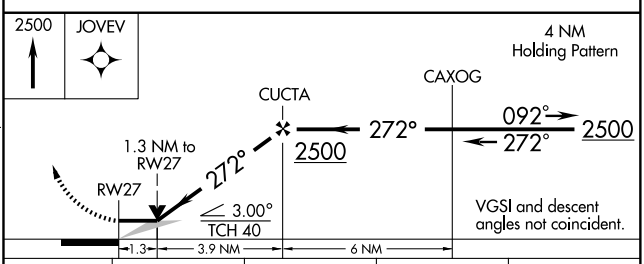
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct JOVEV WP and hold.

KOKOMO AWOS-3	GRISSOM APP CON★	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1240-1 444 (500-1)		1240-1¼ 444 (500-1¼)	NA
CIRCLING	1240-1 444 (500-1)	1260-1 464 (500-1)	1340-1½ 544 (600-1½)	NA

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

VORTAC OKK	APP CRS	Rwy ldg	N/A
113.5	040°	TDZE	N/A
Chan 82		Apt Elev	796

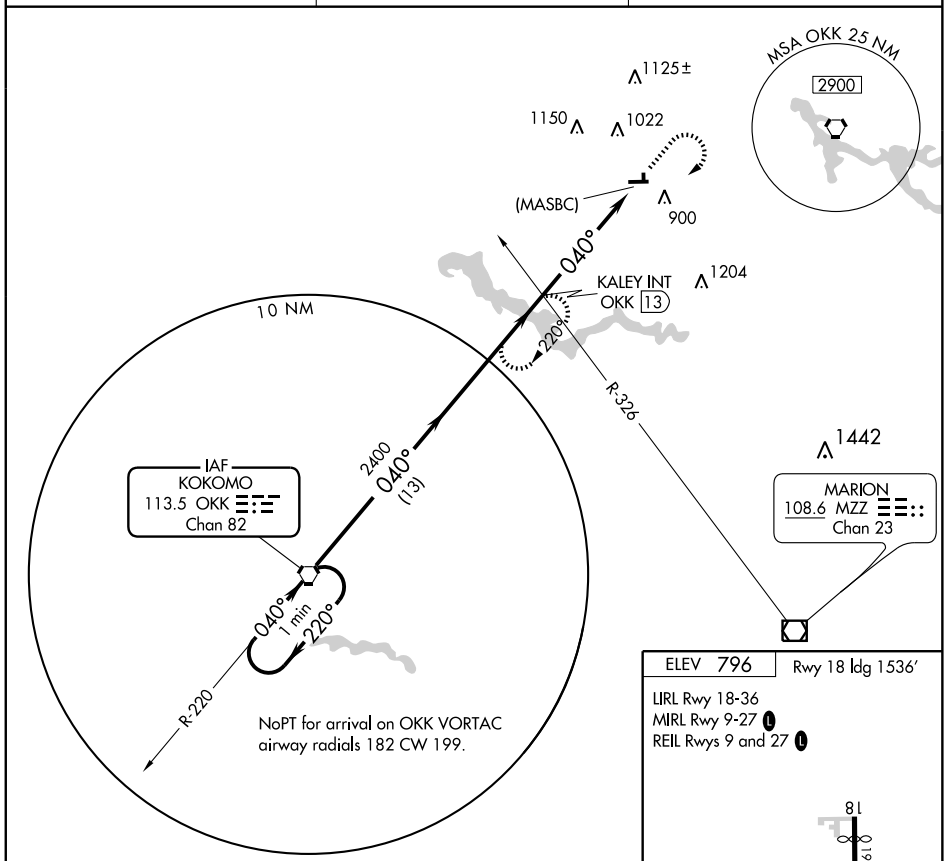
VOR or GPS-A
WABASH MUNI (IWH)

NA

Use Kokomo altimeter setting; if not received, use Fort Wayne altimeter setting and increase all MDAs 40 feet.

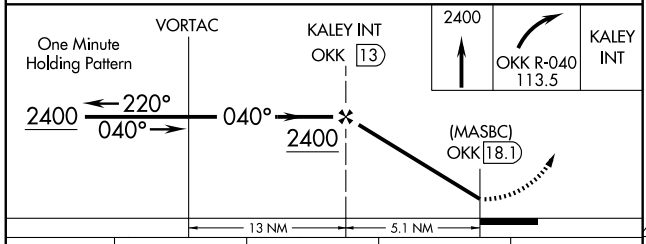
MISSED APPROACH: Climb to 2400 then right turn via OKK R-040 to KALEY and hold.

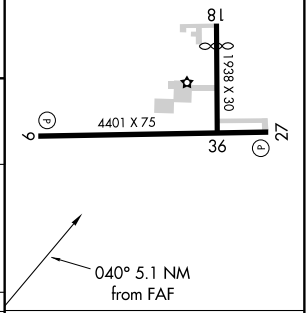
KOKOMO AWOS-3	GRISSOM APP CON *	UNICOM
113.5	121.05 379.3	122.8 (CTAF) L



ELEV 796 | Rwy 18 ldg 1536'

LIRL Rwy 18-36
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L





CATEGORY	A	B	C	D
CIRCLING	1300-1 505 (600-1)		1420-1¾ 625 (700-1¾)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

EC-2. 14 JAN 2010 to 11 FEB 2010

WARSAW, INDIANA

AL-5282 (FAA)

LOC/DME I-ASW	APP CRS	Rwy ldg	5101
111.55	272°	TDZE	848
Chan 52 (Y)		Apt Elev	850

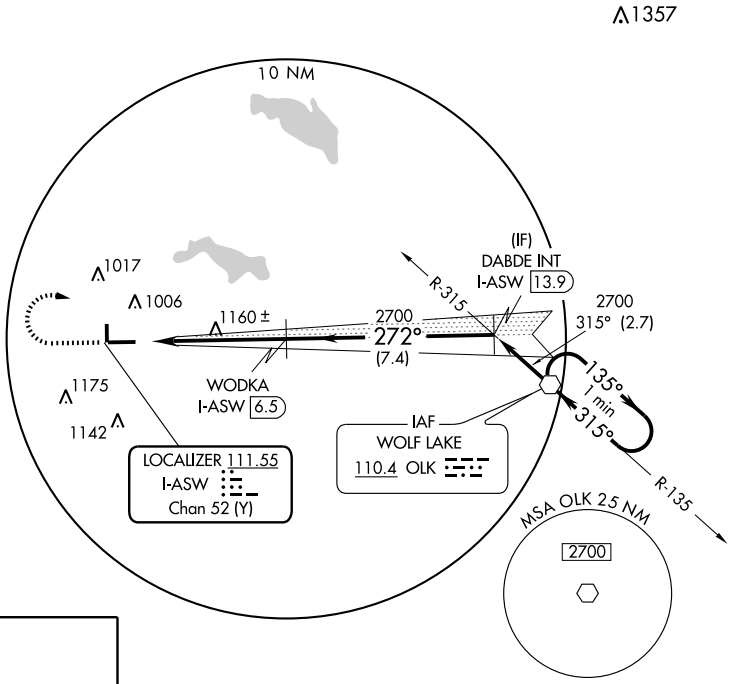
ILS or LOC/DME RWY 27

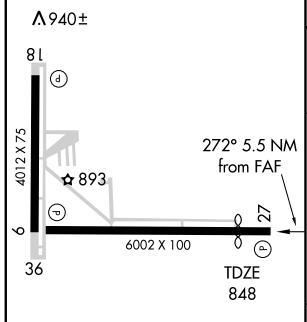
WARSAW MUNI (ASW)

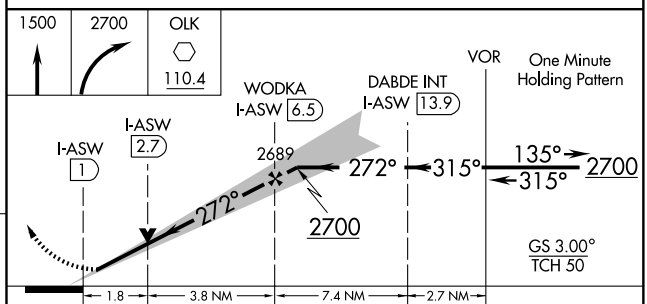
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 27	1048-¾ 200 (200-¾)			
S-LOC 27	1460-1 612 (700-1)		1460-1¾ 612 (700-1¾)	1460-2 612 (700-2)
CIRCLING	1460-1 610 (700-1)		1460-1¾ 610 (700-1¾)	1460-2 610 (700-2)

HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

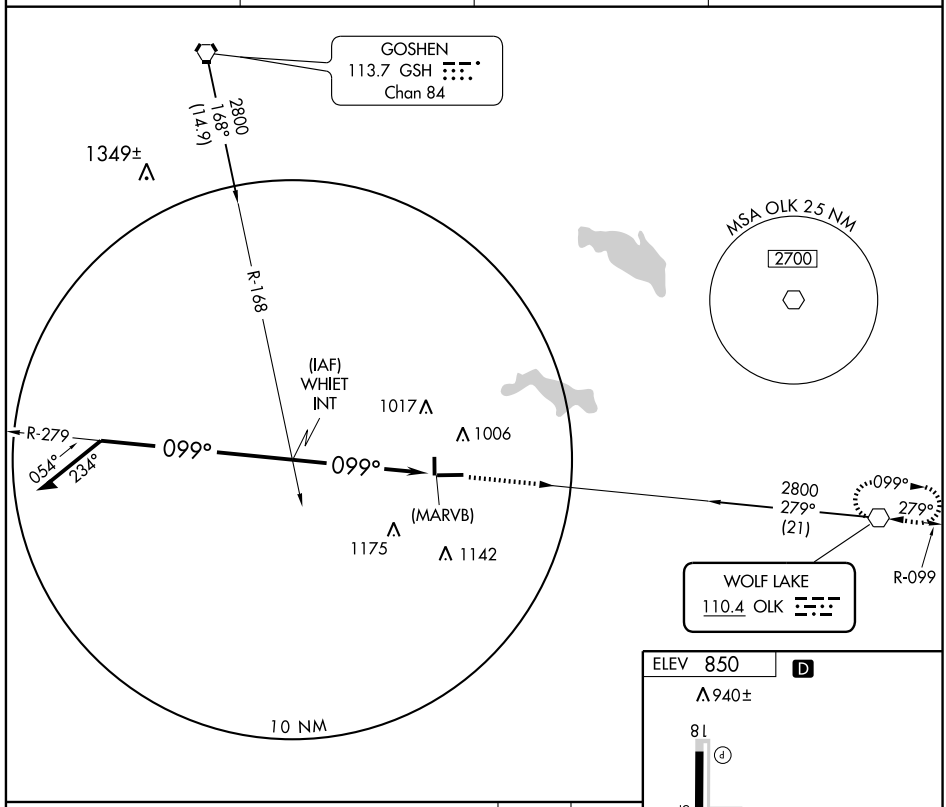
EC-2, 14 JAN 2010 to 11 FEB 2010

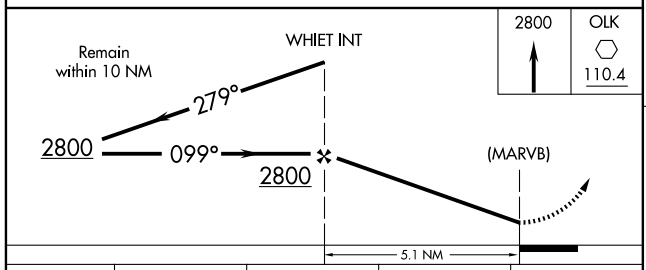
VOR OLK	APP CRS	Rwy ldg	5100
110.4	099°	TDZE	848
		Apt Elev	850

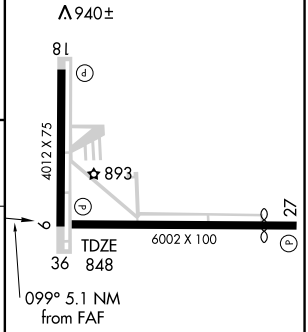
VOR or GPS RWY 9
WARSAW MUNI (ASW)

MISSED APPROACH: Climb to 2800 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L







HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

CATEGORY	A	B	C	D
S-9	1320-1 474 (500-1)		1320-1¼ 474 (500-1¼)	1320-1½ 474 (500-1½)
CIRCLING	1340-1 490 (500-1)		1340-1½ 490 (500-1½)	1400-2 550 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

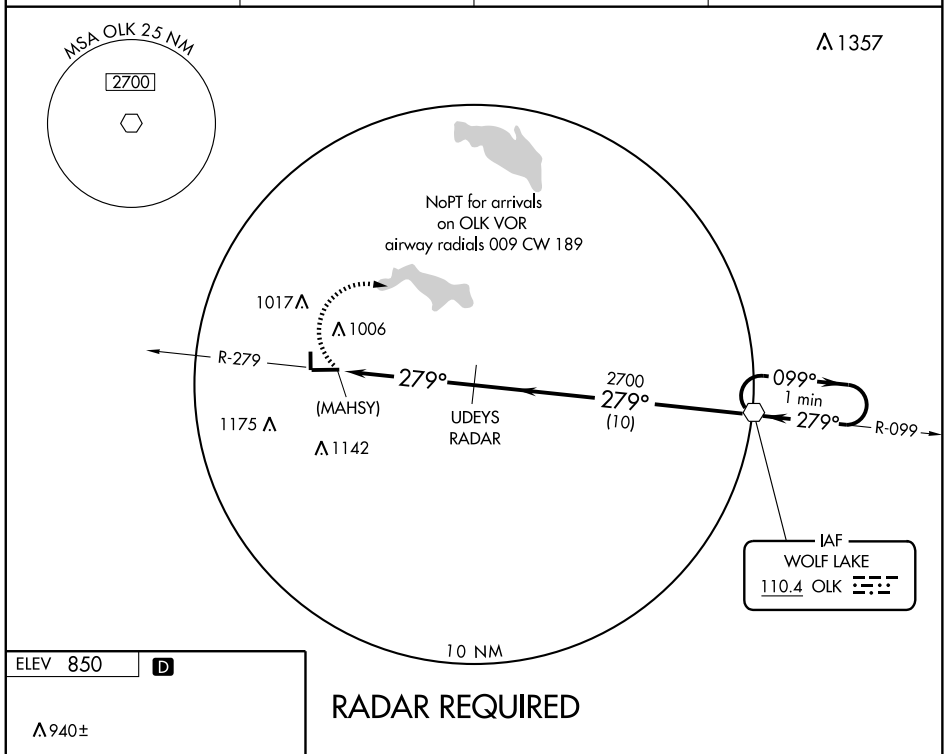
EC-2. 14 JAN 2010 to 11 FEB 2010

VOR OLK	APP CRS	Rwy ldg	5101
110.4	279°	TDZE	848
		Apt Elev	850

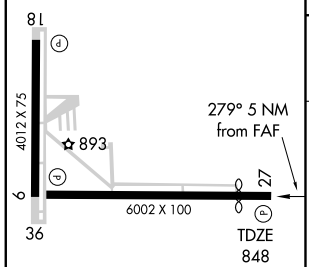
VOR or GPS RWY 27
WARSAW MUNI (ASW)

MISSED APPROACH: Climbing right turn to 2700 direct OLK VOR and hold.

AWOS-3	FORT WAYNE APP CON	CLNC DEL	UNICOM
121.125	127.2 284.6	134.05	122.7 (CTAF) L

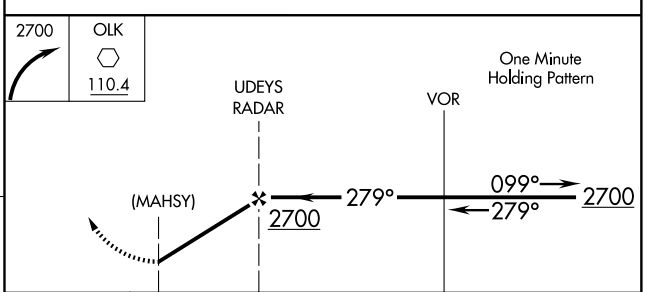


RADAR REQUIRED



HIRL Rwy 9-27 L
MIRL Rwy 18-36 L
REIL Rwys 9 and 27 L

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-27	1460-1 612 (700-1)		1460-1¾ 612 (700-1¾)	1460-2 612 (700-2)
CIRCLING	1460-1 610 (700-1)		1460-1¾ 610 (700-1¾)	1460-2 610 (700-2)

EC-2, 14 JAN 2010 to 11 FEB 2010

NDB DCY 212	APP CRS 190°	Rwy ldg 4306 TDZE 473 Apt Elev 473

NDB RWY 18

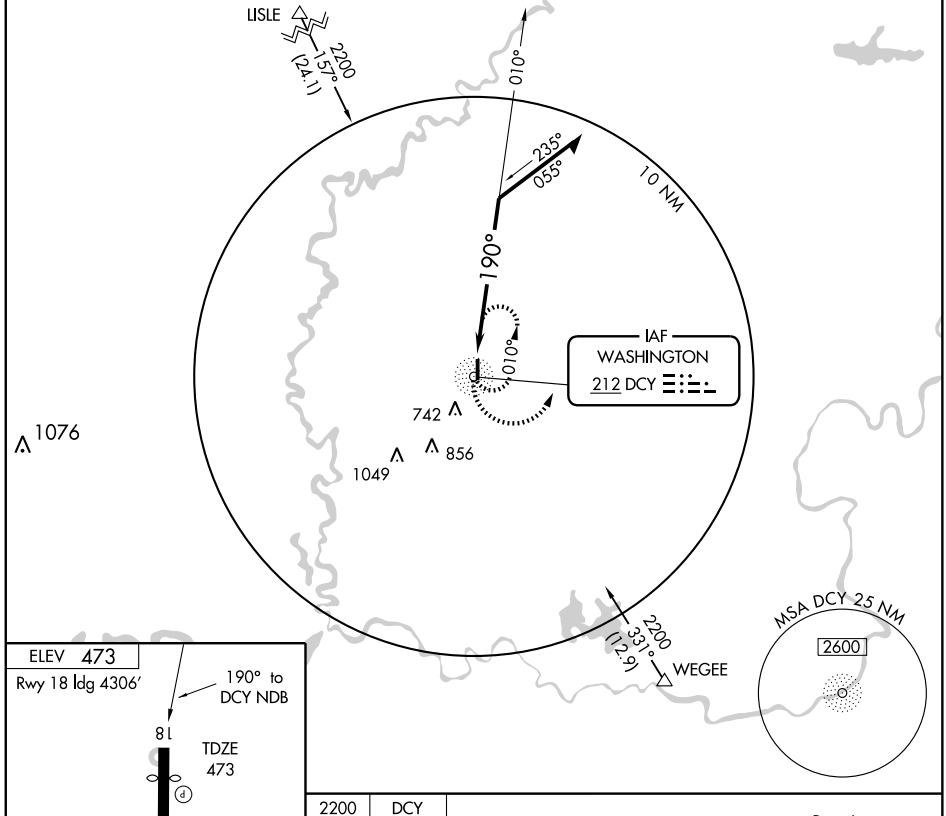
WASHINGTON/ DAVIESS COUNTY (DCY)

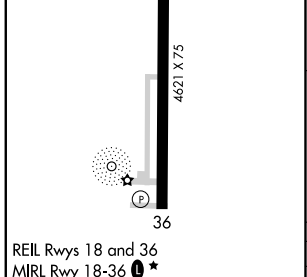
Use Evansville altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2200 direct DCY NDB and hold.

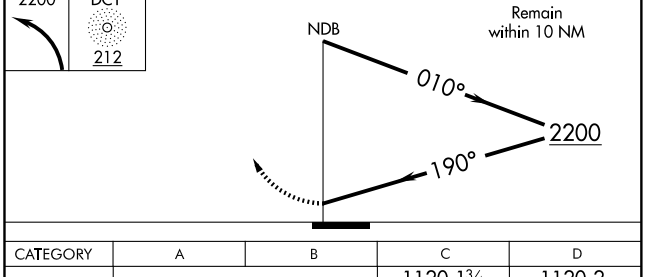
EVANSVILLE APP CON ★	UNICOM
125.6 267.9	122.8 (CTAF) L





REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	1120-1 647 (700-1)		1120-1¾ 647 (700-1¾)	1120-2 647 (700-2)
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

APP CRS	Rwy ldg	4306
183°	TDZE	473
	Apt Elev	473

RNAV (GPS) RWY 18
WASHINGTON/ DAVIESS COUNTY (DCY)

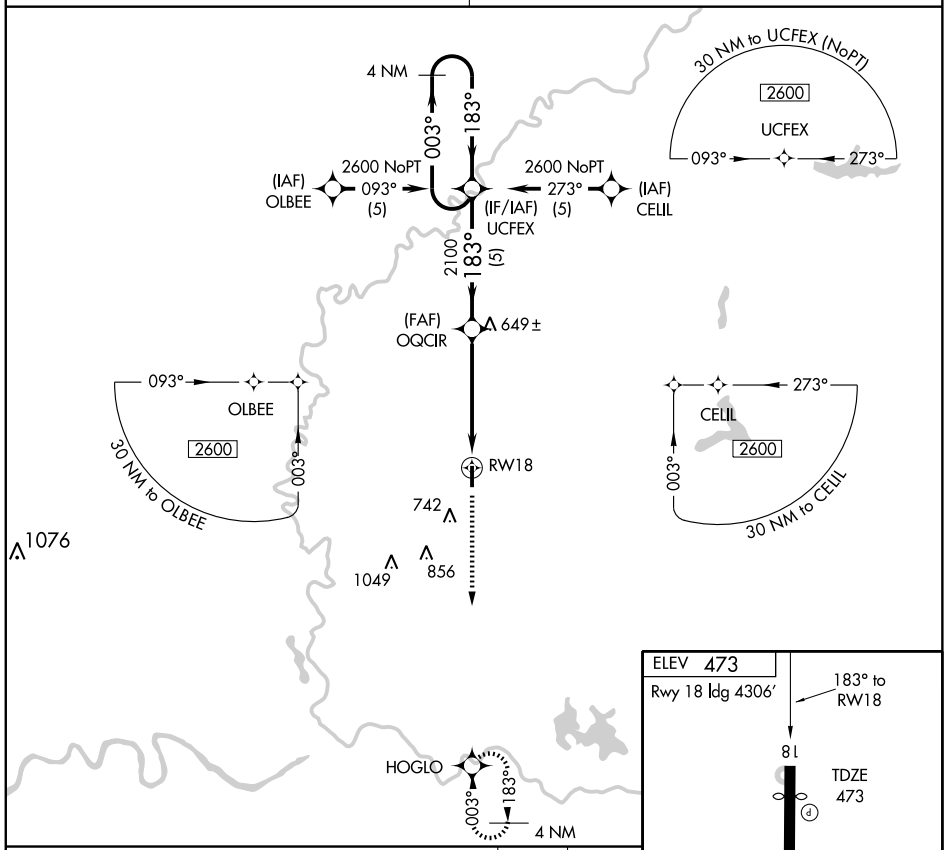
Use Evansville altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

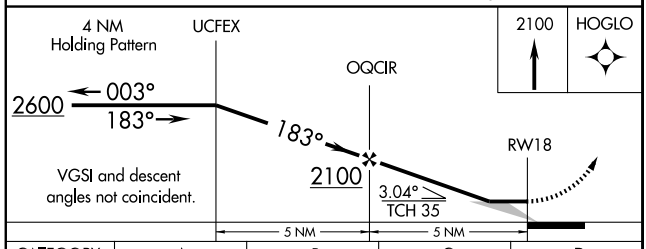
NA

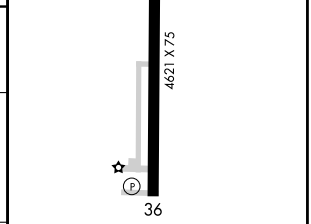
MISSED APPROACH: Climb to 2100 direct HOGLO WP and hold.

EVANSVILLE APP CON ★
125.6 267.9

UNICOM
122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 507 (600-1)		980-1½ 507 (600-1½)	
CIRCLING	1160-1 687 (700-1)	1220-1¼ 747 (800-1¼)	1220-2¼ 747 (800-2¼)	1220-2½ 747 (800-2½)

REIL Rwys 18 and 36
MIRL Rwy 18-36 L ★

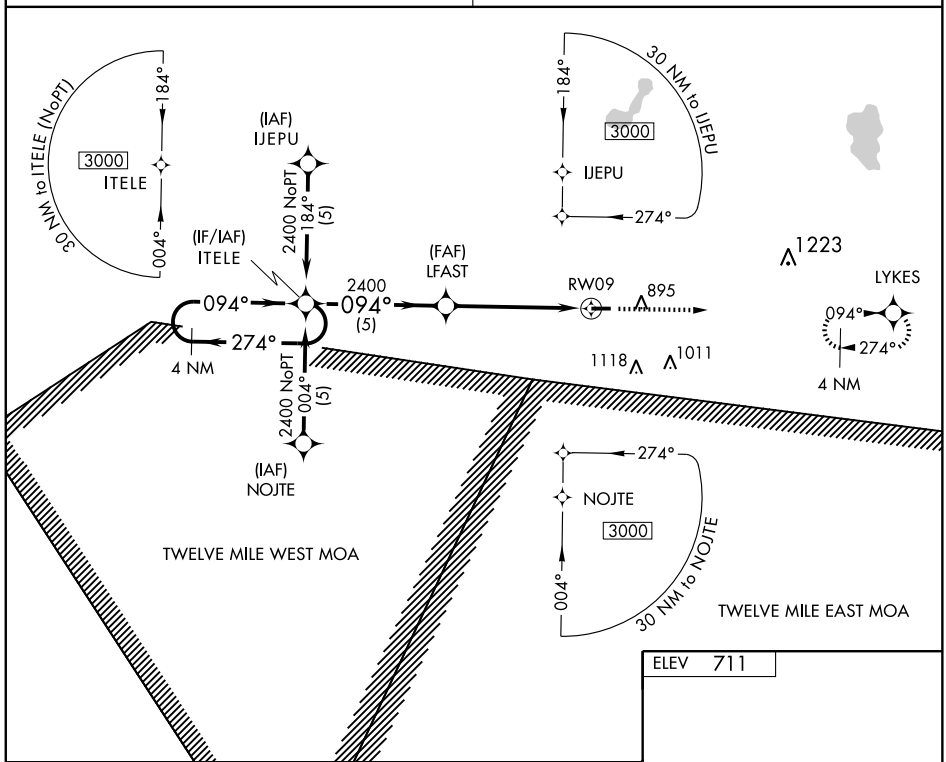
EC-2, 14 JAN 2010 to 11 FEB 2010

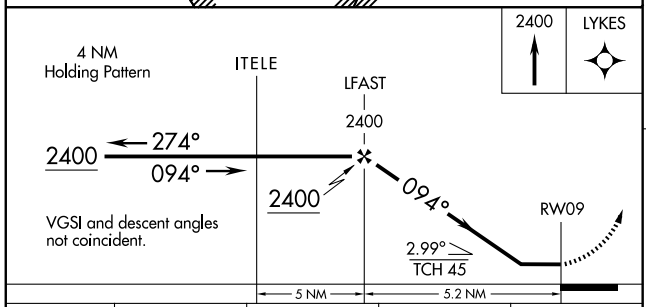
APP CRS	Rwy ldg	4200
094°	TDZE	708
	Apt Elev	711

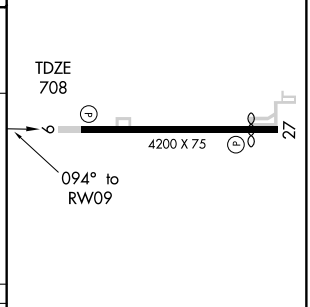
RNAV (GPS) RWY 9

WINAMAC/ ARENS FIELD (RWN)

▲ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct LYKES WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1200-1 492 (500-1)		1200-1¼ 492 (500-1¼)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

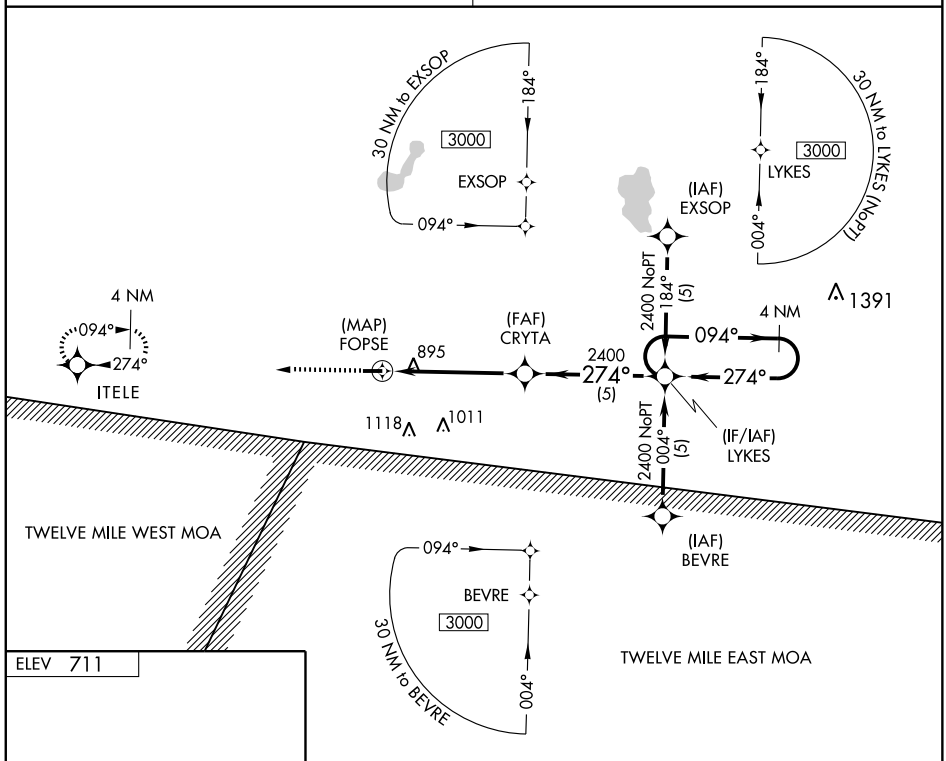
EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3640
274°	TDZE	708
	Apt Elev	711

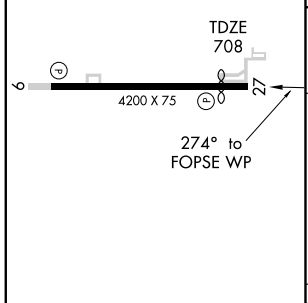
RNAV (GPS) RWY 27

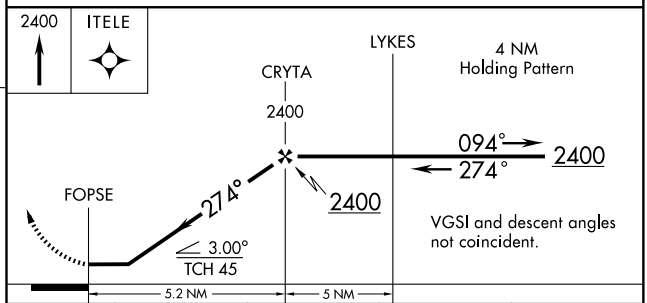
WINAMAC/ ARENS FIELD (RWN)

▲ NA Use Valparaiso/Porter County Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2400 direct ITELE WP and hold.
SOUTH BEND APP CON ★ **132.05 257.8**	UNICOM **122.8** (CTAF)



EC-2, 14 JAN 2010 to 11 FEB 2010





CATEGORY	A	B	C	D
LNAV MDA	1220-1 512 (600-1)		1220-1½ 512 (600-1½)	NA
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

VOR/DME OXI	APP CRS	Rwy ldg	N/A
115.6	172°	TDZE	N/A
Chan 103		Apt Elev	711

VOR/DME-A

WINAMAC/ARENS FIELD (RWN)

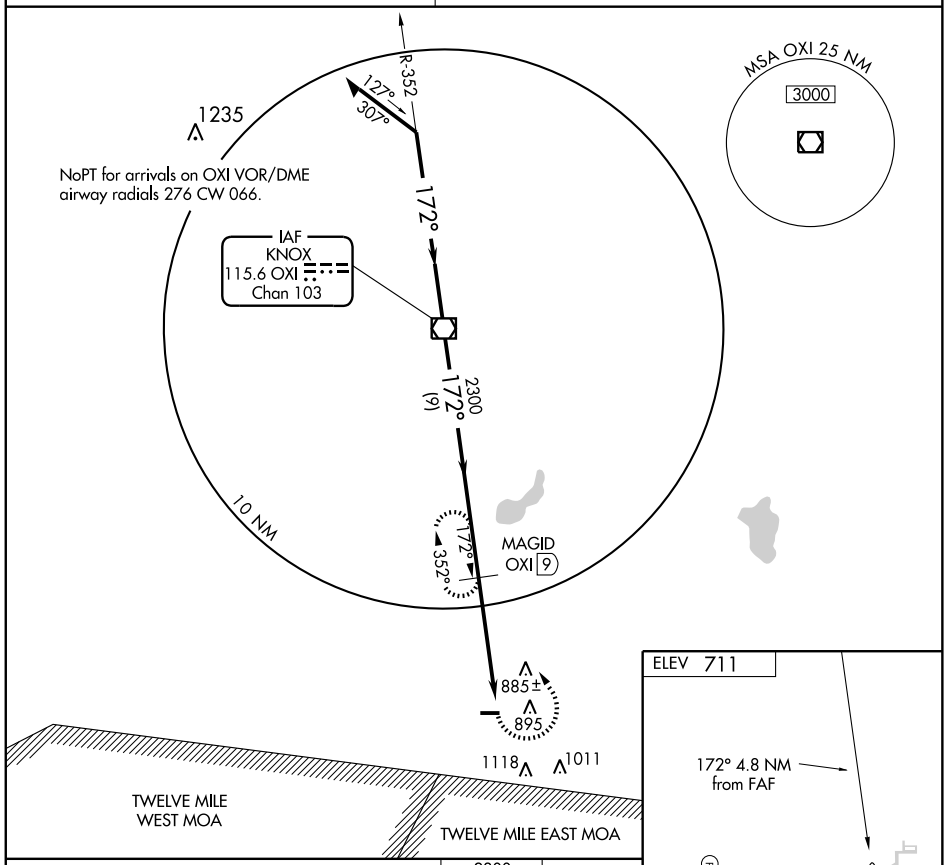
NA

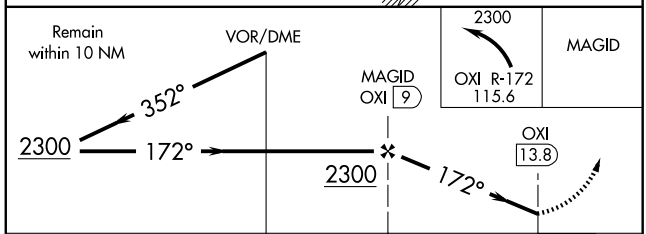
Use Valparaiso/Porter County Muni altimeter setting.

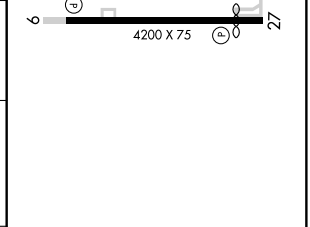
MISSED APPROACH: Climbing left turn to 2300 via OXI R-172 to MAGID/OXI 9 DME and hold.

SOUTH BEND APP CON ★
132.05 257.8

UNICOM
122.8 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	1280-1 569 (600-1)		1280-1½ 569 (600-1½)	NA

REIL Rwys 9 and 27
LIRL Rwy 9-27

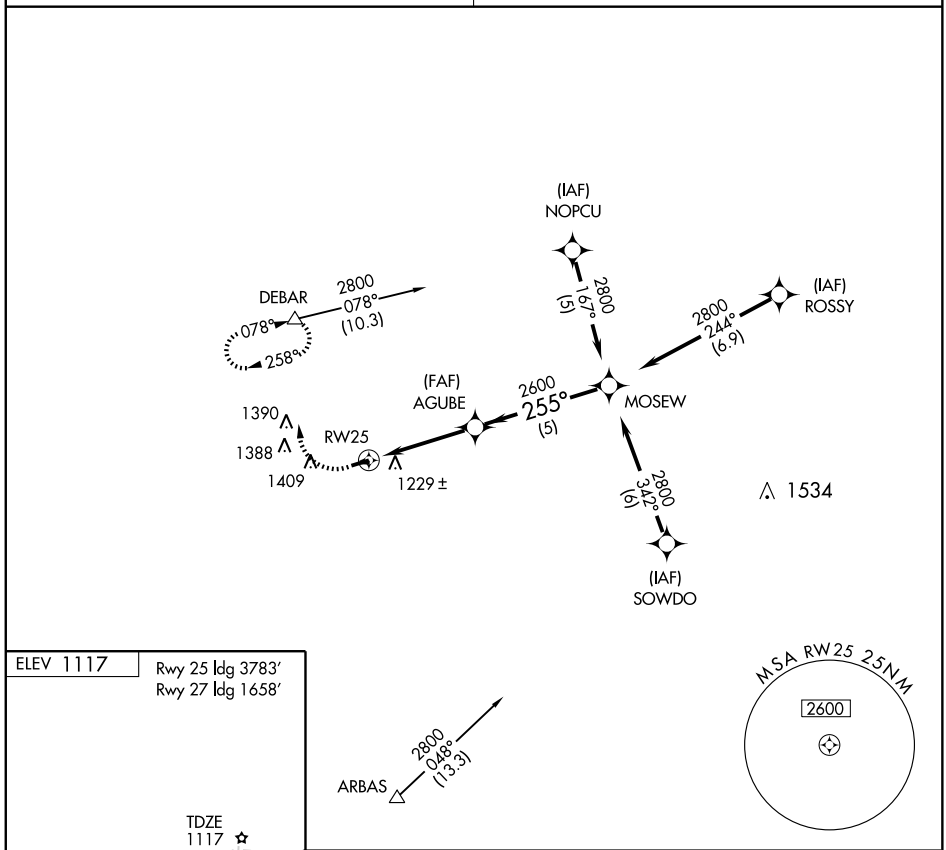
EC-2, 14 JAN 2010 to 11 FEB 2010

APP CRS	Rwy ldg	3783
255°	TDZE	1117
	Apt Elev	1117

GPS RWY 25

WINCHESTER/ RANDOLPH COUNTY (I22)

NA Use Dayton, OH altimeter setting.	MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 direct DEBAR WPT and hold.
DAYTON APP CON **134.45 352.05**	UNICOM **123.0** (CTAF) L



CATEGORY	A	B	C	D
S-25	1580-1 463 (500-1)		1580-1¼ 463 (500-1¼)	NA
CIRCLING	1660-1 543 (600-1)		1660-1½ 543 (600-1½)	NA

REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L

WINCHESTER, INDIANA

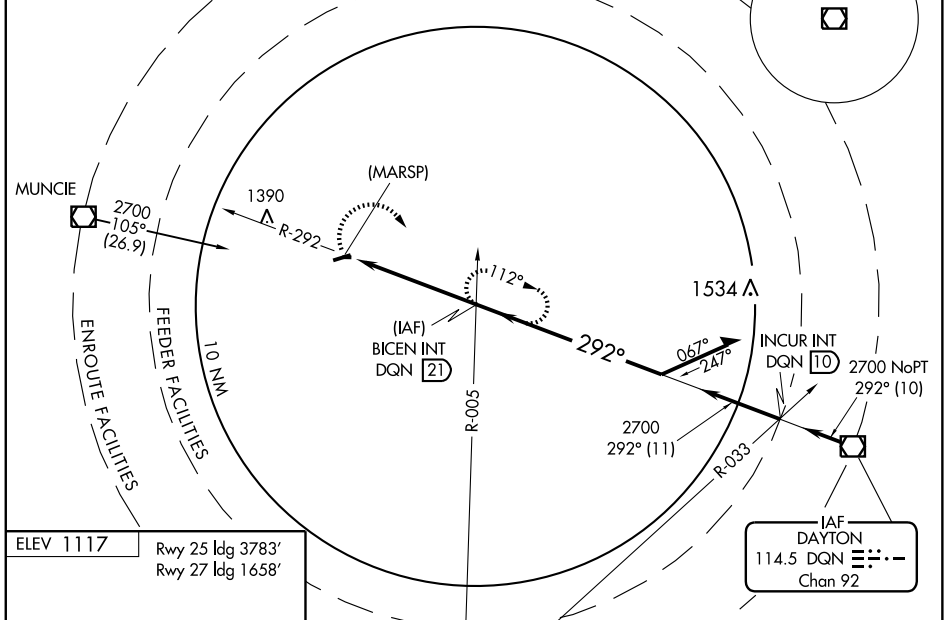
AL-6189 (FAA)

VOR/DME DQN 114.5 Chan 92	APP CRS 292°	Rwy ldg N/A TDZE N/A Apt Elev 1117

VOR or GPS-A

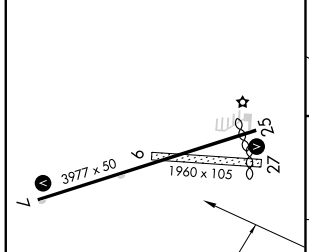
WINCHESTER/ RANDOLPH COUNTY (I22)

NA Use Dayton altimeter setting.	MISSED APPROACH: Climbing right turn to 2700 via DQN R-292 to BICEN Int/21 DME and hold.
DAYTON APP CON **134.45 352.05**	UNICOM **123.0** (CTAF) L

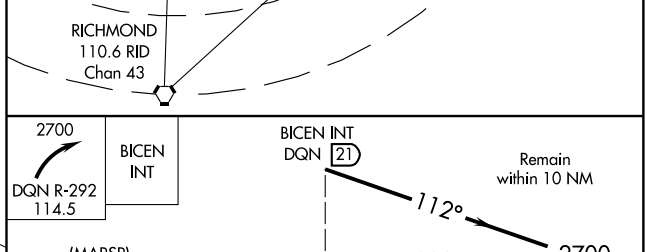


ELEV 1117

Rwy 25 ldg 3783′
Rwy 27 ldg 1658′



REIL Rwys 7 and 25 L
MIRL Rwy 7-25 L



FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	1720-1 602 (700-1)	1720-1¼ 602 (700-1¼)	1720-1½ 602 (700-1½)	NA

EC-2, 14 JAN 2010 to 11 FEB 2010